

INDEX

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

April 23, 2019

Minute No.	Event/Action
	General
	Chairman Campo convened the meeting of the Board of Pilot Commissioners
	Minutes
(PB-2019-0423-01)	Approve the Minutes of the Board of Pilot Commissioners Meeting – March 26, 2019
	Appearances
(PB-2019-0423-02)	Chairman Campo asked if anyone would like to address the Pilot Board; there was no response
	Pilot Matters
(PB-2019-0423-03)	Consideration regarding an amendment to Section 15(I) of the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel between the Galveston Bar and Turning Basin
(PB-2019-0423-04)	Staff Report – Selected agenda items – Marcus Woodring, Chief Port Security and Emergency Operations Officer
(PB-2019-0423-05)	Approved the Pilot Board Investigation and Recommendation Committee’s proposed findings and recommendations regarding the M/V OKINAWA allision with M/T KING DARWIN near Magellan Terminal on July 4, 2018, in the Houston Ship Channel
(PB-2019-0423-06)	Approved the Pilot Board Investigation and Recommendation Committee’s proposed findings and recommendations regarding the M/T EAGLE KLANG allision with Exxon Berth #5 on September 27, 2018, in the Houston Ship Channel
(PB-2019-0423-07)	Recommendation for renewal of Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Thomas C. Goodwin

(PB-2019-0423-08) Recommendation for renewal of Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Michael G. McGee

RPBA F6 pulled from the agenda

(PB-2019-0423-09) Recommendation for original Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Nicholas C. Henrich

Adjourn Meeting

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

**Houston, Texas
April 23, 2019**

A public meeting of the Board of Pilot Commissioners for Harris County Ports (the “Pilot Board”) was convened on April 23, 2019 at 11:13 a.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
Dean E. Corgey, 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 and welcomed everyone.

(PB-2019-0423-01) Minutes

Chairman Campo called for a motion to approve the minutes of the March 26, 2019 Port Commission meeting. Commissioner Corey moved for approval, seconded by Commissioner Mease. The minutes were approved as written

(PB-2019-0423-02) Chairman Campo asked if anyone would like to address the Pilot Board; there was no response.

(PB-2019-0423-03) RPBA F1 was presented. Chairman Campo noted the issue related to Section 15(I) of the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel between the Galveston Bar and Turning Basin (the “Rules and Regulations”), i.e. redefining the notice provisions for various Houston Pilot protocols. He asked Mr. Eriksson to summarize the matter.

Mr. Eriksson recalled that last fall, the Pilot Board deliberated at its September and October meetings regarding new provisions to add to the Rules and Regulations. At its October 30 meeting, the Pilot Board adopted Section 15(I) which provided (i) the Pilots would provide a copy of their rules if asked, (ii) the Pilot Board would review and take possible action regarding new rules and amending existing rules, and (iii) that due to immediate circumstances, some rules would become effective immediately.

Mr. Eriksson noted that since that time, the Pilots had announced a few protocol amendments, but as the overall situation has gone beyond the original circumstances, recent developments and ongoing discussions have led to the decision to reconsider the provisions of Section 15(I). Mr. Eriksson indicated that he had provided a draft of possible changes to the Pilot Board, but following subsequent conversations, including with Jim Brown, the attorney for the Houston Pilots, there was agreement that conducting a dialog would be the most effective means for considering these changes.

Since the Pilot Board's statute requires ten days notice for a rule change before it is enacted, Mr. Eriksson asked that staff be directed to continue discussions with the Pilots's representatives (attorney Jim Brown and Captain Mark Mitchem, Presiding Officer of the Houston Pilots) to come up with mutually acceptable language. He commented that while the parties had some disagreements over the way the rule was written, he expected that the overall purpose of the rule would remain, to improve the way stakeholders and the port community and the ship channel community communicate with one other about these issues.

Mr. Eriksson concluded by stating that though much had happened over the past four to five months, there was a still a belief that better outreach and communication should be the goal, and hopefully there would be agreement on Section 15(I) language that will get everyone on the same page going forward, particularly when a Pilot protocol would have a significant effect on business. He hoped to have that to present at the next meeting.

Chairman Campo noted that there can be no changes without the 10-days' notice, and asked Mr. Eriksson to present language that can be posted with the notice.

(PB-2019-0423-04) Marcus Woodring, Chief Port Security and Emergency Operations Officer, noted that Item F6 should be tabled as Captain Webbon had announced he is retiring on May 1.

(PB-2019-0423-05) RPBA F2 was presented.

Chairman Campo called for consideration and possible action regarding the Pilot Board Investigation and Recommendation Committee's ("PBIRC") proposed findings and recommendations regarding the M/V OKINAWA allision with M/T KING DARWIN near Magellan Terminal on July 4, 2018, in the Houston Ship Channel.

Captain Marcus Woodring, reporting as Chairman of the PBIRC, explained that Captain Thomas Goodwin was piloting the OKINAWA. He was turning at the Targa Basin to head outbound following a heavy rain, and as he made his turn, the harbor tugs caught the vessel more midship than stern and pushed it to the side rather than turning it, putting the vessel off course. Captain Goodwin recovered but glanced off the KING DARWIN, a

vessel that was moored nearby. However, he was able to bring his ship around to lay flat alongside the KING DARWIN, and then moored up and went for drug testing, which was negative.

The PBIRC considered the case. The proposed findings were that Captain Goodwin exercised prudent seamanship in planning the turning evolution and responding to the unanticipated changes to the situation. The proposed recommendations were to take no action and close the matter to file.

Captain Goodwin was also directed to work with the Lone Star Harbor Safety Committee and the Houston Pilots Safety Committee to explore the potential need, benefits, locations, and costs of current meters on the ship channel to improve safety.

Captain Woodring noted that the latter issue came up following Hurricane Harvey and several times since then. Captain Goodwin reported that in his experience the currents were much stronger than he had experienced in the past following the same amount of rain. Accordingly, the thought was that with flood mitigation going on and the natural barriers and meandering bayous being straightened and formed into concrete aqueducts, this upstream work may be causing changes in the ship channel.

Following the Pilot Board meeting, Captain Woodring would be attending a Harbor Safety Committee meeting to discuss potentially installing current meters along the ship channel to give the Pilots better information for safety.

(PB-2019-0423-06) RPBA F3 was presented.

Chairman Campo called for consideration and possible action regarding the PBIRC's proposed findings and recommendations regarding the M/T EAGLE KLANG allision with Exxon Berth #5 on September 27, 2018, in the Houston Ship Channel.

Captain Woodring reported that Captain Robert Arthur, Jr. was piloting the EAGLE KLANG. He backed in to Berth #5 at Exxon with lookouts and a tug on the stern. Nothing was said to Captain Arthur and the non-conning Pilot, Captain Julian Platon, as they exited the vessel, but the next morning Captain Arthur was informed that the stern of the ship had hit the dock. There had been no reports from the stern look outs, nor from the Captain nor tugboats.

The PBIRC considered the case. The proposed findings were that Captain Arthur did not have full situational awareness and did not know that he had alighted with the dock, with the contributing factors that (i) the tug did not report the proximity to the pier nor the allision to Captain Arthur, and (ii) the stern lookouts on the EAGLE KLANG did not report the proximity to the pier.

The PBIRC recommended that no action be taken, and the matter be closed to file. The recommendation was to direct Captain Arthur and the Houston Pilots Safety Committee to review this case with the harbor tugs to improve communications. He reported that meeting had already occurred, and they would continue to work on communications to ensure the pilot was fully aware of everything going on around the ship as they come in. No action was recommended for Captain Platon as he was off duty and not involved in the allision.

Commissioner Mease questioned about how a ship could hit something, and the pilot not know it. Captain Woodring responded that it was more of a "slight touch," but with a ship of that size, tonnage, momentum, and weight, though not felt by those onboard and not reported until the next morning, there was damage to the dock.

Regarding the OKINAWA allision, Commissioner Corgey asked if it was known why the tugs made up midship. Captain Woodring replied that factors could have been a timing issue and the channel current following the heavy rain.

(PB-2019-0423-07) RPBA F4 was presented, moved by Commissioner Corgey for approval, seconded by Commissioner Branch. Chairman Campo, and Commissioners Branch, Corgey, DonCarlos, Fitzgerald, and Mease voted Aye. Nays none. RPBA F4 PASSED.

(PB-2019-0423-08) RPBA F5 was presented, moved by Commissioner Corgey for approval, seconded by Commissioner Branch. Chairman Campo, and Commissioners Branch, Corgey, DonCarlos, Fitzgerald, and Mease voted Aye. Nays none. RPBA F5 PASSED.

RPBA F6 was pulled from the agenda.

(PB-2019-0423-09) RPBA F7 was presented, moved by Commissioner Corgey for approval, seconded by Commissioner Branch. Chairman Campo, and Commissioners Branch, Corgey, DonCarlos, Fitzgerald, and Mease voted Aye. Nays none. RPBA F7 PASSED.

Commissioner Corgey commented that the Branch Pilot renewal in Item F5 is for Captain McGee who was the hero of the AFRAMAX RIVER incident. Captain Woodring added that he was given the Bravery at Sea Award.

At 11:26 a.m., Chairman Campo adjourned the Pilot Board meeting.

The above is a correct copy of the Minutes of the April 23, 2019 meeting of the Pilot Board of the Port of Houston Authority.



Ric Campo, Chairman



Erik A. Eriksson, Secretary

F. PILOT MATTERS

Subject	1. Consideration and possible action to direct staff regarding an amendment to Section 15(I) of the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel between the Galveston Bar and Turning Basin.
Meeting	Apr 23, 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 April 23, 2019 meeting, consider and take possible action to direct staff regarding an amendment to Section 15(I) of the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel between the Galveston Bar and Turning Basin, 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:

Last summer, the Houston Pilots announced several protocols 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.

The Pilot Board, at its October 30, 2018 meeting, adopted Section 15(I) of the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel Between the Galveston Bar and Turning Basin, to address circumstances that arose in connection with those protocols. In particular the Pilot Board added the subsection to improve advance stakeholder notification of changes to Houston Pilot working rules and navigation safety guidelines, which has been largely handled by the Houston Pilots in the past.

Section 15(I) provides the following, in summary:

- The Houston Pilots are required to notify the Pilot Board twenty days in advance of the enactment or amendment of policies, rules, etc. applicable to them or otherwise subject to the jurisdiction of the Pilot Board, to allow the Pilot Board to review and possibly act on them.
- However, the Houston Pilots may also immediately adopt or amend navigation safety guidelines, if necessary:
 - o Because of changed circumstances to maintain navigational safety; or
 - o To comply with directives issued by federal or state agencies.

Staff Evaluation/Justification:

The Pilot Board may wish to deliberate whether to direct staff regarding the preparation of an amendment to Section 15(I). A draft for consideration by the Pilot Board is attached as Exhibit A.

Since Transportation Code Sec. 66.020(a) provides in part that the Pilot Board "shall give at least 10 days' notice as provided by this section before the board adopts a rule[,] and Section 66.020(b) goes on to provide that the board "shall post the notice and a copy of the proposed rule or change at the board office for public inspection," any such action to adopt an amendment should be taken at a subsequent meeting of the Pilot Board in order to first comply with these Transportation Code provisions.

The Houston Pilots Association shall provide the Secretary of the Pilot Board with its current ~~navigation safety guidelines~~, working rules, tug matrices, pilot availability and training requirements, project guidelines, pilot ordering, mariners booklets, and other informational circulars, and other generally applicable policies, rules, standards, or procedures applicable to Pilots or the ports and navigable waters subject to the jurisdiction of the Pilot Board (collectively, "Pilot Policies"), within three (3) business days following the request of the Pilot Board or Secretary.

The Houston Pilots Association shall give at least twenty (20) days written notice to the Secretary of the Pilot Board before the effective date of any proposal to adopt or amend a Pilot Policy, and with such notice provide a copy of the proposed Pilot Policy or amendment and describe the considerations supporting such action. The Pilot Board may review, and adopt rules and issue orders, including without limitation denial, approval, or modification, with respect to any such proposed adoption or amendment of Pilot Policies, pursuant to its powers and duties under the Act.

The Houston Pilots Association shall give at least twenty (20) days written notice to the Secretary of the Pilot Board before the effective date of any proposal to adopt or amend a navigation safety guideline, and with such notice provide a copy of the proposed navigation safety guideline or amendment and describe the considerations supporting such action.

Notwithstanding the foregoing, the Houston Pilots Association may immediately adopt or amend navigation safety guidelines, ~~prior to consideration by the Pilot Board, if necessary:~~

- 1) as a result of changed circumstances to maintain navigational safety within the ports and navigable waters under the jurisdiction of the Pilot Board; or
- 2) to comply with directives issued by:
 - (a) the United States Coast Guard;
 - (b) the federal Department of Transportation, including the Maritime Administration;
 - (c) the federal Department of Homeland Security; or
 - (d) any other federal or state agency with authority over the ports and navigable waters within the jurisdiction of the Pilot Board.

The Houston Pilots Association shall notify the Secretary of any such adoption or amendments not later than forty-eight (48) hours after such action, and with such notice provide a copy of such new or amended navigation safety guidelines, and describe the considerations supporting such action. ~~The Pilot Board reserves its right to review and adopt rules and issue orders with respect to any such action.~~

F. PILOT MATTERS

Subject	2. Consideration and possible action regarding the Pilot Board Investigation and Recommendation Committee's proposed findings and recommendations regarding the M/V OKINAWA allision with M/T KING DARWIN near Magellan Terminal on July 4, 2018, in the Houston Ship Channel.
Meeting	Apr 23, 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 April 23, 2019 meeting, consider and possibly take action regarding the Pilot Board Investigation and Recommendation Committee's proposed findings and recommendations regarding the M/V OKINAWA allision with M/T KING DARWIN near Magellan Terminal on July 4, 2018, 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 January 28, 2019, and held a formal hearing to receive testimony and consider the facts in the matter of the M/V OKINAWA allision with the M/T KING DARWIN near Magellan Terminal on July 4, 2018, 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 Mark Mitchem (Presiding Officer Houston Pilots Association)
 Captain Michael Curtiss (Houston Pilots Association)
 Captain Steve Nelson (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)

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

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

Proposed Findings re Captain Goodwin Following its deliberations, by a vote of 9-0, the PBIRC proposed the following findings:

Captain Goodwin exercised prudent seamanship in planning the turning evolution, and in responding to unanticipated changes to the situation.

It is noted by the PBIRC that Captain Goodwin did an excellent job in maneuvering the M/V OKINAWA to lay flat alongside the M/T KING DARWIN when he realized an allision was imminent, reducing potential damage.

Proposed Recommendations re Captain Goodwin Following its deliberations, by a vote of 9-0, the PBIRC proposed the following recommendations to the Pilot Board:

- a. Take no action (except as provided below) and close matter to file.
- b. Captain Goodwin is directed to work with the Lone Star Harbor Safety Committee and the Houston Pilots Safety Committee (of which he is a member) to investigate the potential need, benefits, locations, costs, and logistics of current meters on the Houston Ship Channel to improve safety.

F. PILOT MATTERS

Subject	3. Consideration and possible action regarding the Pilot Board Investigation and Recommendation Committee's proposed findings and recommendations regarding the M/T EAGLE KLANG allision with Exxon Berth #5 on September 27, 2018, in the Houston Ship Channel.
Meeting	Apr 23, 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 April 23, 2019 meeting, consider and possibly take action regarding the Pilot Board Investigation and Recommendation Committee's proposed findings and recommendations regarding the M/T EAGLE KLANG allision with Exxon Berth #5 on September 27, 2018, 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 January 28, 2019, and held a formal hearing to receive testimony and consider the facts in the matter of the M/T EAGLE KLANG allision with Exxon Berth #5 on September 27, 2018, 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 Mark Mitchem (Presiding Officer Houston Pilots Association)
 Captain Michael Curtiss (Houston Pilots Association)
 Captain Steve Nelson (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)

Captain Tyler Gavis, as Compliance Coordinator for the PBIRC, presented incident materials he collected regarding the allision, and Captain Robert Arthur Jr. and Captain Julian Platon gave testimony regarding the circumstances.

Erik Eriksson attended the hearing as counsel representing the Pilot Board, Keith Letourneau attended as counsel representing Captain Arthur, and Jim Brown attended as counsel representing Captain Platon.

Proposed Findings re Captain Arthur Following its deliberations, by a vote of 8-0 (with Captain Russell recusing), the PBIRC proposed the following findings:

Captain Arthur did not have full situational awareness, resulting in an allision with Exxon Berth 5, with the following contributing factors noted:

- 1) Tug THOR did not report proximity to the pier, nor the allision, to Captain Arthur.
- 2) Stern lookouts on the EAGLE KLANG did not report proximity to the pier.

Proposed Recommendations re Captain Arthur Following its deliberations, by a vote of 8-0 (with Captain Russell recusing), the PBIRC proposed the following recommendations to the Pilot Board:

- a. Take no action (except as provided below) and close matter to file.
- b. Captain Arthur and the Houston Pilots Safety Committee are directed to review this case and the need for robust tug/pilot communications with G&H Towing during their next Captain/Mate Safety Seminar (or similar gathering of harbor tug crews).
- c. The PBIRC notes, and applauds the fact, that this incident has been added to future Blue Water/Brown Water classes as a case study.

Proposed Findings re Captain Platon Following its deliberations, by a vote of 8-0 (with Captain Russell recusing), the PBIRC proposed the following findings:

Captain Platon, as the non-conning Pilot, was not involved in the allision.

Proposed Recommendations re Captain Platon Following its deliberations, by a vote of 8-0 (with Captain Russell recusing), the PBIRC proposed the following recommendations to the Board of Pilot Commissioners for Harris County Ports ("the Pilot Board"):

Take no action and close matter to file.

F. PILOT MATTERS

Subject	4. Recommendation for renewal of Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Thomas C. Goodwin.
Meeting	Apr 23, 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 April 23, 2019 meeting, recommend to the governor the commission renewal of Captain Thomas C. Goodwin as Branch Pilot for the Houston Ship Channel and Galveston Bar for a four-year term effective July 28, 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 Thomas C. Goodwin 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 Manned Model Advanced Shiphandling, Brownwater/Bluewater Coordination Course, PPU Electronic Navigation System Training, Bridge Resource Management for Pilots (BRM-P), Post Panamax Vessels: New Challenges for Pilots, Escort Tug Operations for Pilots, Legal Aspects of Piloting, Radar Observer (recertification), Incident Management for Pilots, Collision Regulations for Pilots (COLREGS), Fatigue Management for Pilots, Manned Model Shiphandling, 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 Thomas C. Goodwin 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 Thomas C. Goodwin 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. Recommendation for renewal of Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Michael G. McGee.
Meeting	Apr 23, 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 April 23, 2019 meeting, recommend to the governor the commission renewal of Captain Michael G. McGee as Branch Pilot for the Houston Ship Channel and Galveston Bar for a four-year term effective July 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 Michael G. McGee 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 PPU Electronic Navigation, Radar Observer (recertification), Automatic Identification Systems (AIS), 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 Michael G. McGee 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 G. McGee 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	6. Recommendation for renewal of Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Robert G. Webbon.
Meeting	Apr 23, 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 April 23, 2019 meeting, recommend to the governor the commission renewal of Captain Robert G. Webbon as Branch Pilot for the Houston Ship Channel and Galveston Bar for a four-year term effective July 28, 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 G. Webbon 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 PPU Electronic Navigation System Training, Post Panamax Vessels: New Challenges for Pilots, Escort Tug Operations for Pilots, Collision Regulations for Pilots (COLREGS), Legal Aspects of Piloting, Incident Management for Pilots, 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 Robert G. Webbon 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 G. Webbon 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	7. Recommendation for original Branch Pilot Commission for the Houston Ship Channel and Galveston Bar: Captain Nicholas C. Henrich.
Meeting	Apr 23, 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 April 23, 2019 meeting, recommend to the governor the original commission of Captain Nicholas C. Henrich as Branch Pilot for the Houston Ship Channel and Galveston Bar for a four-year term effective July 18, 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 Nicholas C. Henrich 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 Restricted Visibility Navigation for Pilots, Legal Aspects of Piloting, Fatigue Management for Pilots, RAVEN Electronic Navigation Systems Training, Tractor Tug Operations Training, Bayport Flare Turn Using Manned Model, 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 Nicholas C. Henrich 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 Nicholas C. Henrich for original commission as Branch Pilot for the Houston Ship Channel and Galveston Bar. Such commission is for a four-year term.