



April 17, 2013

RE: Support of SB 851

Dear Honorable Members of the Senate Committee,

The Columbia River Bar Pilots support the enactment of SB 851 authorizing the Board of Maritime Pilots to employ a part-time executive director .

The Pilot Board is the oldest board in the State of Oregon . An individual state's authority to regulate pilotage was created by the first congress of the United States in 1789. The effective benefit of that authority is that the pilot's primary responsibility is to protect the public interest by facilitating safe movement of vessels in State waters. It is unique in that the real customer of the pilot is not the vessel nor it's operators, but the State of Oregon and the State's public, safety and environmental interests.

The Columbia River Bar Pilots welcome beneficial oversight. Oversight is necessary to provide the State with the best qualified, the best trained, and the best equipped pilot force. The issues facing modern pilotage are complex and consuming. As vessels become bigger, deeper, and more radical in design and as society becomes more demanding and regulatory in nature, it is important to have a well structured and well researched regulatory board. The NTSB has asked all the state boards to be responsive to complicated issues including fatigue and proper manning. There are demands on all maritime boards to have more focused medical screening, to have more active oversight regarding training, selection, qualifications,, pilot responsibilities, best available technologies, investigations, and complaint process.

The Columbia River Bar is the most dangerous bar crossing in the world. It is imperative for the safety of the pilots, crews, vessels, and the State of Oregon that the Bar Pilots have the most capable boarding system and attract the most capable pilots. The Board of Maritime Pilots' ability to effectively regulate is key to our current high professional standards..

These are just a few of the many demands on the Board, and a staff person such as the executive director can assist the current hard working board, as well as future boards, in maintaining the high standards and criteria necessary. Continuity going forward and awareness of the fast changing conditions and demands on the

maritime profession will be a safety element that is needed in Oregon. Oregon must and should attract only the most capable professionals. A well run and well designed pilot board is necessary to guarantee the extraordinary level of safety the State deserves.

We believe SB 851 will add significantly to the safety and cohesion the State of Oregon deserves in overseeing a complicated and expanding regulatory and professional environment.

Respectfully yours,

Captain Gary Lewin
Administrative Pilot
Columbia River Bar Pilots