

AMERICAN PILOTS' ASSOCIATION

SUMMARY OF STATE PILOT COMMISSIONS

(as of December 13, 2005)

ALABAMA

"State Pilotage Commission" consisting of three members each appointed by the governor. Composition: one official of a steamship company with an office in Mobile, one active state pilot, and one "business man" or other in a professional occupation licensed by the state of Alabama.

Funding source: Funded solely by the licensees, pilot license/privilege tax of \$100 annually. Funding for Commissioners: expenses, annual salary for secretary. Pilotage rates: special rates fixed by the commission others by the legislature.

ALASKA

"Board of Marine Pilots" consisting of seven members appointed by the governor. Composition: two active pilots, two agents or managers of vessels, two "public" members, and the Commissioner of the Department of Commerce and Economic Development or the Commissioner's designee.

Funding source: Funded solely by the licensees; biennial pilot license renewal fee amount set by the Department (\$2000 in 2005). Funding for Board: none. Board sets Pilotage rates by regulation.

CALIFORNIA (SAN FRANCISCO AREA ONLY)

"Board of Pilot Commissioners for San Francisco, San Pablo, and Suisun and Monterey Bays" consisting of seven members appointed by the governor, with consent of the senate. Composition: two pilots, two "industry members" who are owners, officers, directors, employees or representatives of firms that are substantial users of pilotage services, one of which is from tanker operations and the other from dry cargo operations, and three public members. Regional maritime association submits three names to governor for appointment of each industry member.

Funding source: Funded solely by licensees. Up to 7.5% (4% on 7/17/96) of pilotage fees paid monthly or as the Board directs. Funding for Commissioners: for Public members only, amount that the Board determines which cannot exceed \$600.00 (\$600 on 7/17/96) dollars per month, expenses for all. Pilotage rates: Board periodically reviews the cost of pilotage and makes recommendations to the legislature.

Conflicts of Interest: Any person may serve as a public member unless otherwise prohibited by law, except that during his or her term of office or within the two years preceding his or her appointment, no public member appointed on or after January 1, 1991, may have (A) any financial or proprietary interest in the ownership, operation, or management of tugs, cargo, or passenger vessels, (B) sailed under the authority of a federal or state pilot license . . . (C) been employed by a company that is a substantial user of pilot services, or (D) been a consultant or other person providing professional services to . . . users of pilot services (§1150 (3)).

The public members, the executive director, and the administrative assistant/secretary of the board shall not have any interest in any pilot vessel or tug, or in the earnings thereof, except for the compensation provided in this chapter (§1158).

Chapter 3 - Pension Plan (§ § 1160–1169)

§1162. Administration of plan; fiduciary agents; collection of revenues.

- (a) The pension plan shall be administered and all benefit payments shall be made by one or more fiduciary agents selected by the board. Except for the collection of revenues in accordance with Section 1165 and the pilots serving as members of the board, and unless otherwise directed by the board, the pilots shall have no control of any kind or manner over the operation, administration, or management of the plan.
- (b) All revenues pursuant to the plan shall be collected by the pilots, at no cost to the state or board, and transmitted monthly to the fiduciary agent or agents. The revenues shall not be included in the account required by Section 1136.

§1165. Additional charge for pilotage service; determination of rate.

- (a) In addition to, and concurrently with, the basic pilotage rate described in Section 1190, a charge shall be levied for pilotage services at a rate necessary to provide the benefits to be paid out pursuant to the pension plan. . .

§1167. Review of benefits.

- (a) The board shall review the benefits received by retired or disabled pilots and inland pilots and their surviving spouses every three years or when the cumulative percentage increase in the Consumer Price Index (San Francisco Bay Area) has exceeded 12 percent, whichever occurs first.
- (b) The board may increase the monthly pensions specified in Section 1163. Those increases shall take into consideration the maritime industry practice in the United States as brought to the attention of the board by the pilots, inland pilots, or the industry. . .

§1168. Review of plan; recommendations; pension adjustments.

The board may review the pension plan and make any recommendations it deems necessary for changes in the plan. Monthly pensions shall not be adjusted except as provided by Section 1167.

Chapter 4. Licensing of Pilots.

§1170.3. Conflict of Interest code.

- (a) The board shall adopt, by regulation, a pilot's conflict-of-interest code which shall include, but not be limited to, a provision specifying that a pilot shall not have any interest in, or derive any income from, any tugboat in operation on the Bays of San Francisco, San Pablo, and Suisun. This requirement of divestiture does not apply to the ownership of barges and vessels similar to barges.

- (b) The conflict-of-interest code shall not prohibit the ownership of stock in any corporation registered on a national securities exchange. . .

CONNECTICUT

Pilotage regulated by the Connecticut Pilot Commission acting through the "Commissioner of Transportation." Commission composition: one member representing the maritime industry appointed by the governor, two public members with an interest in the environment appointed by the president pro tempore of the senate and the majority leader of the senate respectively, a retired ship's master by the minority leader of the senate, two representatives of the maritime industry by the speaker of the house and the majority leader of the house respectively, one member with a background in admiralty law by the minority leader of the house.

Each member shall be a resident of the state, provided no member shall be an active licensed pilot. (§15-13c)

Funding source: annual pilot license fee of \$101.25. Funding for Commissioners: expenses. Pilotage rates: fixed by the Commissioner of Transportation.

DELAWARE

"Board of Pilot Commissioners" consisting of seven members appointed by the governor. Composition: three pilots, and four others at least two of whom must be public members and at least one of whom must be a shipping industry representative. Shipping industry representative may not be a former pilot. Public member may not be a former pilot, related to a pilot, or have ever been employed by a pilot association or an individual pilot.

Funding source: funded solely by licensees, pilot license application and renewal fee not to exceed \$250, amount determined by the Secretary of Administrative Services (\$209 on 7/17/96). Funding for Commissioners: mileage. Pilotage rates: statutory.

FLORIDA

"Board of Pilot Commissioners" consisting of ten members appointed by the governor. Composition: five pilots (one from state at Associated large, one from each of four specified port ranges), two industry representatives ("one of whom shall be actively involved in a professional or business capacity in maritime or marine shipping, one of whom shall be a user of piloting services"), and three public members (individuals "not...involved or monetarily interested in the piloting profession or in the maritime industry or marine shipping).

Funding source: Funded solely by the licensees. Fee of .8 - 2% of pilot revenues (1% as of April 2005). Fees: \$300 maximum fee for license exam (\$200 as of April 2005), \$300 maximum fee for the review of the exam (\$200 as of April 2005), \$300 maximum biennial fee from pilots and deputy pilots (\$200 and \$100 respectively, as of April 2005). Funding for Commission: Per diem and travel expenses.

Pilotage rates: rates determined to be fair just and reasonable by the Pilotage Rate Review Board. Composition: 7 members appointed by the governor with confirmation from the senate. No members who have ever been pilots or industry representatives except that one must be or have been licensed as an unlimited master. One member must be a CPA with five years experience. One member must be either a former hearing officer or a former judge.

Funding source: funded solely by the Board, fee for review of rate increase up to \$1000. Funding for Board: \$50 per day, expenses.

§310.151. Rates of pilotage; Pilotage Rate Review Board

(5) (a) In determining whether the requested rate change will result in fair, just, and reasonable rates, the board shall give primary consideration to the public interest in promoting and maintaining efficient, reliable, and safe piloting services.

(b) The board shall also give consideration to the following factors:

. . .

(9) Cost of retirement and medical plans.

GEORGIA

"Board of Pilotage Commissioners" for each port consisting of seven members appointed by "corporate authorities" of the respective port. Composition: all industry representatives or others with a maritime background ("ship agents, exporters, merchants, or other persons who are not pilots and who are engaged in or are familiar with marine shipping and with the requirements of their respective ports").

Funding source: Funded solely by the licensees; all fines and \$100 pilot license fee. Funding for Commissioners: \$100 per meeting on 7/22/96, salary for secretary. Pilotage rates: fixed by the Commission.

HAWAII

No pilot commission; pilotage regulated by Director of Department of Commerce and Consumer Affairs. Director does have an unofficial "advisory panel" composed of one admiralty attorney, one state harbormaster, and two industry representatives. Rate of Pilotage: set by Director, contested rates are appealed to the circuit court. Funding source: none specified.

LOUISIANA

A. Associated Branch (Bar) Pilots

"Board of Examiners of Bar Pilots for the Port of New Orleans" consisting of three members appointed by the governor. Composition: all members are pilots who have served as pilots for at least five years. Board of Examiners has license and limited disciplinary jurisdiction (Part I. Subpart A. §941).

Funding source: Funded solely by the licensees. Funding for Board: none.

B. Crescent River Port Pilots

"Board of River Port Pilot Commissioners" consisting of three members appointed by governor with the consent of the Senate. Composition: all members are pilots who have been active as pilots for at least four years. Board of Pilot

Commissioners has license and limited disciplinary jurisdiction (Part I. Subpart B. §991).

Funding source: Funded solely by the licensees. Funding for Commission: none.

C. New Orleans-Baton Rouge Pilots

"Board of Examiners for New Orleans and Baton Rouge Steamship Pilots for the Mississippi River" consisting of three members appointed by governor with the consent of the Senate. Composition: all pilots. Board of Examiners has license and limited disciplinary jurisdiction (Part II. §1041).

Funding Source: Funded by the licensees.

D. Lake Charles Pilots

"Board of River Port Pilot Commissioners and Examiners" consisting of three members. Composition: chairman of the board of the port authority serving ex officio (and as chairman), and one pilot and one "business man of good standing" appointed by governor. Pilot members to be appointed from list of at least two pilots submitted by pilot association. Board has licensing and disciplinary jurisdiction (Part III. §1072).

Funding Source: Funded solely by the licensees. Funding for Board: none.

E. Pilotage Fee Commission

The Pilotage Fee Commission shall exist to establish pilotage fees. Composed of eleven members and eight alternates appointed by the Governor as follows: (1) four members and four alternates designated by the board of directors of the four pilot associations; (2) four members and four alternates to represent industry (industry rep may not serve on Board of Louisiana River Pilot Review and Oversight); and (3) three at-large members who have no pilot or industry affiliation or pecuniary interest (Part V. §1121).

34:1122 B. (1) Pilotage fees and rates shall provide for all ordinary and necessary operating and administrative costs and expenses, including but not limited to the cost of, replacement of, and reasonable return on investment of pilot stations, administrative offices, furniture and fixtures, communication equipment and facilities, vessels, launches and other required vehicles of transportation and the expenses of maintaining and repairing same, other transportation expenses, the expense of maintaining necessary employees, operating materials, consumables and services, pensions, pension plans, hospitalization, disability compensation, taxes and licenses, life insurance, trade promotions when requested to participate by industry or any port, required continuing education, legal expense, accounting expense, professional dues, administrative and professional publications, state pilot commissions, state and federal requirements, and fair average annual compensation for a state ship pilot, in comparison to regulated state pilotage in other United States ports.

34:1122 B. (2) Nothing in this section shall authorize the inclusion of expenses for a lobbyist . . . or for political contributions as a part of the ordinary and necessary operating and administrative costs and expenses.

Funding source (Fee Commission) §1125 Operation of commission. B. (2) The costs of salaries, equipment, office space, office supplies, and all of the necessary expenses for the administration, implementation, and enforcement of this Part shall be paid from self-generated funds or other funds made available to the commission for such purposes. The commission may accept grants, allocations, or appropriations from the United States government or the state government, or donations, grants, or other forms of assistance from private foundations, or other sources.

F. Board of Louisiana River Pilot Review and Oversight

Created to provide oversight of pilots of the four Louisiana associations. Composed of eleven members appointed by the governor as follows: a pilot member of the Board of Examiners (Bar pilot); a pilot member of the Board of River

Port Pilots (Crescent River pilot); a pilot member of the Board of Examiners (NOBRA pilot); a pilot member of the Board of Commissioners (Lake Charles pilot); two members selected from a list of four persons nominated by industry (not serving on the Fee Commission); two members selected from a list of four persons nominated by the Louisiana Ports Association; and three former judges who served on the Louisiana Supreme Court, a Louisiana appellate court, or a Louisiana district court who are not related to (or employed by) pilots (Part VI. §1133).

The Board shall review and may approve or reject any proposed rule or regulation that may be adopted by any of the Board of Commissioners or Examiners, except for rules and regulations adopted on an emergency basis (§1135).

Funding source: Members shall serve without compensation, except that the former judges shall be entitled to a per diem not to exceed one hundred fifty dollars and reasonable expenses while performing their duties as board members (§1133(G)). The cost of equipment, office space, office supplies and all other necessary expenses for the administration, implementation, and enforcement of this Part shall be paid from self-generated funds or other funds made available to the board for such purpose. The board may accept grants, allocations, or appropriations from the United States government or donations, grants, or other forms of assistance from private foundations or other sources (§1136).

MAINE

"Maine State Pilotage Commission" consisting of seven members who are citizens of the State of Maine appointed by governor. Commission has jurisdiction over pilots in ports other than Portland (where pilots are regulated by Board of harbor Commissioners for Harbor of Portland). Composition: three active pilots, one member from each coastal zone; two industry members that utilize the services of pilots; and two public members who are not pilots but "have a maritime background."

Funding source: Funded by the state and the licensees; license application fee of \$500 for the first pilotage area and \$50 for each successive pilotage area.

Original and renewal license fees are \$375 for 5 years, regardless of number of areas being renewed. \$100 late fees. Funding for Commissioners: None. Pilotage rates: fixed by Commission.

MARYLAND

"State Board of Pilots" consisting of nine members, one of whom is the state's Secretary of Licensing and Regulation or his designee(ex officio), one the president of the pilot association, and the other seven appointed by the governor with the advice of the secretary. Composition of seven appointed members: three active or retired pilots with at least 5 years' experience, two steamship industry who actively employ pilots, one representative from the ship-docking tugboat industry, and one "consumer from the general public." Neither the secretary or his designee nor the consumer members may have any past or present employment or interest in the shipping or maritime industry.

Restrictions on consumer members. – While a member of the Board, a consumer member may not: (1) have a financial interest in or receive compensation from a person regulated by the Board; or (2) grade any examination given by or for the Board.

Inactive pilots; Disabled pilots. The Board manages receipts and disbursements of Association funds to eligible inactive pilots and disabled pilots. (see §§ 11.504, 11.505

Funding source: initial pilot licensing fee \$200-\$600 (various levels of limited to unlimited licenses), similar renewal fees every two years. Commissioners are reimbursed for expenses, to be paid out of money that the Board collects. Pilotage rates: established by the Maryland Public Service Commission.

MASSACHUSETTS

District One (Port of Boston) has two "Commissioners of Pilots' appointed by the governor with the advice and consent of the "council." The other three districts each have a "Deputy Commissioner of Pilots." Commissioners and deputy commissioners must "have experience in maritime and nautical affairs." Commissioners must be appointed on the recommendation of the trustees of the Boston Marine Society; deputy commissioners may be appointed on the recommendation of the trustees.

Funding source: 4% of revenues from pilots quarterly and a \$50 pilot license fee, in district one only 2% of revenue. Funding for Commissioners: fixed by the Trustees of the Boston Marine Society. Pilotage rates: statutory.

MISSISSIPPI

Any city . . . having a seaport or harbor therein . . . shall have a harbor commission, to be known as a port commission, and same shall be composed of five resident citizens of such city, who shall be qualified electors therein, three of whom shall be skilled and experienced in maritime affairs. The port commission shall be appointed as follows: one by the governor; one by the county board of supervisors; three by the mayor and board of aldermen or mayor and board of commissioners of the city.

Funding source: Funded by the state and the licensees: pilot license fee not to exceed \$50. Funding for Commissioners: \$22.50 per day while engaged in the business of the Commission, not to exceed 60 days per year, expenses. Pilotage rates: fixed by Commission.

NEW HAMPSHIRE

"New Hampshire State Port Authority" consisting of eight members, six appointed by governor with the advice and consent of the council plus the Commissioner of the Department of Resources and Economic Development and the Mayor of Portsmouth, both ex officio. One appointed member must be a fisherman.

Funding source: State of N.H., pilot license fees not to exceed ?? (no charge on 7/29/96). Funding for Authority: expenses, salary for the Director of the Port Authority. Pilotage rates: fixed by the Authority.

NEW JERSEY

"New Jersey Maritime Pilot and Docking Pilot Commission" consisting of six members appointed by the governor by and with the advice and consent of the senate. Composition: members must be selected from "Such persons as have been officers in our naval, revenue or merchant service, or such as have been commanders of vessels engaged in our coasting trade." No member may be concerned with or have any interest in pilotage business.

Funding source: Funded solely by the licensees. Up to 3% of pilotage fees (2.5% as of 4/05). Funding Board: \$28,000 per commissioner per year. Pilotage rates: fixed to the New York rates by statute.

NEW YORK

"Board of Commissioners of Pilots" consisting of six members. Composition: the governor, temporary president of the senate and the speaker of the assembly shall each appoint one commissioner; two members elected by representatives of marine insurance companies on board of underwriters of New York City, and one member appointed by the governor from among the members of the staff of the Albany port district commission. At least four members must have been licensed ship officers. The remaining two must have a minimum of five years experience in the maritime industry. No member may be a pilot or past pilot.

A Surcharge Board administers the funding retirement benefits and consists of four members: President of the Board of Commissioners of Pilots of the State of New York, President of the united New York Sandy Hook Pilots, President of the Board of Commissioners of Pilots of the State of New Jersey, and the President of the united New Jersey Sandy Hook Pilots. A fifth member, if necessary (deadlocked vote) shall be appointed by a majority of the aforementioned four

members from a list submitted by the American arbitration association. When the Surcharge Board is dealing with the capital expense fund, an additional member, appointed by the governor to represent the interests of the shipping industry shall serve on the Board.

Funding source: Funded solely by the licensees, up to 3% (Hudson River) and up to 3% (Sandy Hook) of pilotage revenues (both at 2.5% as of 4/05). Funding for Board: none. Pilotage rates: statutory, based on recommendations of Board

NORTH CAROLINA

A. Cape Fear

"Cape Fear Navigation and Pilotage Commission" consisting of five voting members, four appointed by the governor, and the President of the Wilmington-Cape Fear Pilots' Association ex officio. One member must represent maritime interests. No pilot or member of a pilot's family may be a member, except the president of the pilot association.

Funding source: Pilots' Association pays up to 2% of fees annually. Funding for Commissioners: \$100 per meeting, expenses. Pilotage rates: fixed by the Commission.

B. Morehead City

"Morehead City Navigation and Pilotage Commission": consisting of three voting members appointed by the governor. The president of the Morehead City Pilots' and a member representing maritime interests, appointed by the governor, will serve ex officio. Funding and Rates: same as Cape Fear.

OREGON

"Oregon Board of Maritime Pilots" consisting of nine members appointed by the governor. The Director of Transportation or a designee also serves, ex officio, as a non-voting member. Composition of appointed, voting members: three pilots

(one Columbia River Bar pilot, one Columbia River Pilot, and one Coos Bay or Yaquina Bay pilot), three industry members ("actively engaged in the ownership, operation or management of ocean-going vessels"), and three public members, one of whom shall serve as Chairman.

Funding source: Funded solely by the licensees. Pilot license and annual fees not to exceed \$1,500. Pilotage rates: fixed by the Board.

PENNSYLVANIA

"Navigation Commission for the Delaware River" consisting of nine members, four appointed by the governor; two appointed by the mayor of Philadelphia; plus the Secretary of Environmental Protection, ex officio, the Secretary of the Commonwealth, ex officio, and the Director of Commerce for the City of Philadelphia, ex officio.

Funding source: Funded solely by the licensees. Pilot license fee of \$250 (\$200 on 7/17/96). Funding for Commission: none. Pilotage rates: statutory.

RHODE ISLAND

"State Pilotage Commission" consisting of four members, two appointed by governor, one to be the Chief, Division of Coastal Resources, ex officio, and one to be the Director, Department of Environmental Management, ex officio. One of the appointed members to be a pilot, the other a public representative.

Funding source: Funded solely by the licensees. \$50 pilot license application fee, \$50 renewal every five years, 6% of pilotage fees. Funding for Commission: expenses. Pilotage rates: fixed by Commission.

SOUTH CAROLINA

A part of the S. C. Department of Labor, Licensing and Regulation, the "Commissioners of Pilotage, Port of Charleston" consists of six members. Composition: one pilot appointed by the governor (3 year term), the chairman of the South Carolina State Ports Authority, ex officio, the President of the ILA Local 1422, or his designee, ex officio, and three members appointed by the governor (3

year staggered terms) upon the recommendations of the Charleston County Legislative Delegation from lists of nominations submitted by the Greater Charleston Chamber of Commerce, the Maritime Association of the Port of Charleston, and the Propeller Club of the Port of Charleston. For all licensure actions, the Commissioners appoint a board of examiners consisting of three "nautical men," at least one of whom is a pilot, to examine the licensure candidates for each of the four "short branches" and for "full branch". Funding sources: Each pilot pays an annual fee of \$960 directly to the Commissioners. Fees are also assessed for apprentice applications, and for each licensure exam. There is no State funding for Commission. Pilotage rates: Fixed by the Commissioners.

TEXAS

A. Houston

"Board of Pilot Commissioners for the Ports of Harris County" composed of the seven port commissioners of the Port of Houston Authority of Harris County. Three port commissioners are appointed by the city of Houston, three by Harris County, and a chairman who is appointed jointly by the city and county. No person who is engaged in or has any direct or indirect interest in a pilot boat or other business that may be affected by or connected with his duties as a pilot commissioner may be a member.

Funding Source: Port. Funding for Commission: none. Pilotage rates: fixed by the Board

B. Galveston

"Board of Pilot Commissioners for the Ports of Galveston County" consisting of five persons appointed by the governor with consent of the senate. No person who has any conflict of interest or is directly or indirectly interested in any business that may be affected by or connected with his duties as a pilot commissioner may be a member.

Pilotage rates: fixed by the Board

C. Corpus Christi

"Board of Pilot Commissioners for the Port of Corpus Christi" composed of the seven port commissioners of the port. The port commissioners consist of 4 members appointed by the county judge/court and three members appointed by the mayor/city council. Appointment procedures and prohibition on members who might have a conflict of interest are similar to those applicable to Houston (on 7/25/96 one member had a conflict). Funding source: Port. Funding for Board: none. Pilotage Rates: fixed by the board.

D. Freeport

"Board of Pilot Commissioners for the Ports of Brazoria County" composed of seven port commissioners of the Brazos River Harbor Navigation District of Brazoria County. Appointment and Pilotage rates: see Houston.

VIRGINIA

"Board of Branch Pilots" consisting of nine members. Composition: three persons appointed by the Circuit Court of Hampton, only one of whom is a pilot; four persons by the Circuit Court of Norfolk, only two of whom are pilots; and two persons appointed by the Circuit Court of Portsmouth, only one of whom is a pilot. No (non pilot) member may have any interest in the business of the board.

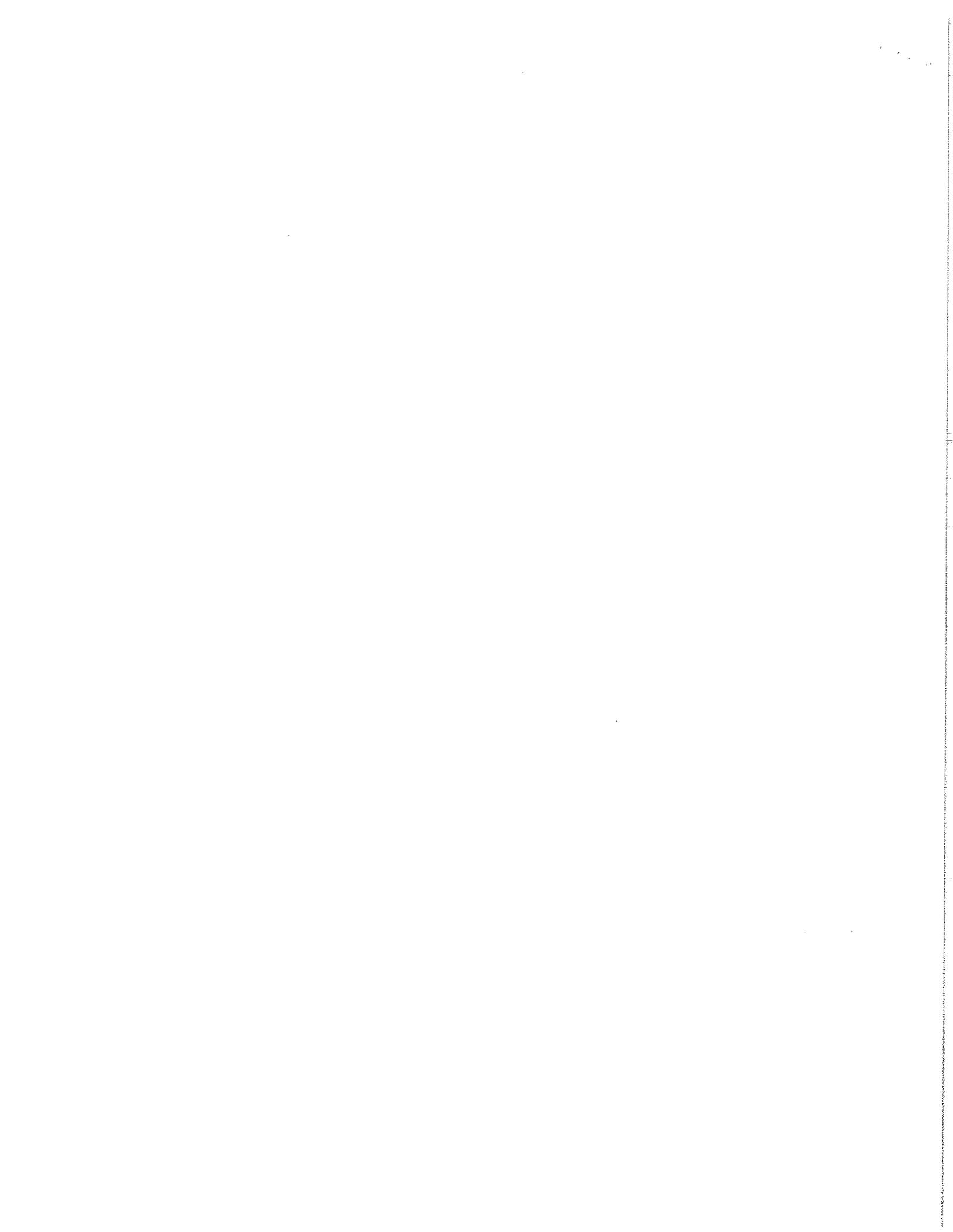
Funding source: Funded solely by licensees. Fee for original pilot license and annual renewals, amount varies with the expenses of board. Funding for Board: none. Pilotage rates: fixed by the State Corporation Commission.

WASHINGTON

"Board of Pilotage Commissioners of the State of Washington" consisting of nine members, one of whom is the Assistant Secretary of marine transportation of the Department of Transportation or his designee (who is the chairman), the Director of the Department of Ecology or his designee (the other seven appointed by the governor and confirmed by the senate). Composition of appointed members: two pilots; two persons actively engaged in ownership, operation, or

management of vessels, one related to American shipping and one to foreign shipping, one from an environmental organization, and two with maritime experience exclusive of experience as a pilot or a shipping representative.

Funding source: Funded solely by the licensees. Annual pilot license fee of \$3,000. Funding for Commissioners: \$50 per day, expenses. Pilotage rates: fixed annually by the Commission.



AMERICAN PILOTS' ASSOCIATION
COMPARISON OF STATE PILOTAGE COMMISSIONS
(as of April 2005)

States	Designated Members							Jurisdiction			Funding		
	PI	IN	PU	GO	MB	OT	NR	Lic.	Disc.	Rates	Lic. Fee	% of fees	Other
Alabama	1	1				1		X	X	stat/X	\$100		
Alaska	2	2	2	1				X	X	X	\$3,200 bi		
California (SF)	2	2	3					X	X	stat/X		4%	
Connecticut		3	2		1	1		X	X	X	\$101.25	6%	
Delaware	3	1	2			1		X	X	stat	\$209		
Florida	5	2	3					X	X		\$100 - \$200	.8 - 2%	fees
rate brd.	pro	pro		1	1	5				X	\$1,000 for review of rate increase		
Georgia	pro	7 members from IN or MB						X	X	X	\$100		fees
Hawaii	No Pilot Commission												
Louisiana													
Assoc Br	3							X	X				
Cres. Riv	3							X	X				
Nobra	3							X	X				
L. Charles	1					1n	1	X	X				
fee comm.	4	4	3							X			
rev & oversight	4	4				3		X	X				
Maine													
Portland							5	X	X	X	X		
Others	3	2			2			X	X	X	\$375 (5/yr)		
Maryland	4	3	1	1n				X	X	PUC	\$200-\$600 bi		
Mass.													
Dist. 1					2			X	X	stat		2%	
Dist. 2-4e					1			X	X	stat	\$50	4%	
Mississippi					3	2		X	X	X	\$50		
N. Hampshire				2n	1	5		X	X	X			
New Jersey	pro				6			X	X	stat		up to 3%	
New York	pro	2			4			X	X	stat/X		up to 3%	
N. Carolina													
Cape Fear	1n	1				3		X	X	X		2%	
Mrhd City	1n	1n				3		X	X	X		2%	
Oregon	3	3	3	1n				X	X	X	\$1,500		
Pennsylvania				3n			6	X	X	stat	\$200		
Rhode Island	1		1	2n				X	X	X	\$100 5yrs; \$20 renewal	6%	
S. Carolina	1					2n	3	X	X	X	\$960		
Texas													
Houston	pro					7		X	X	X			
Galveston	pro					5		X	X	X			
C. Christi	pro					7		X	X	X			
Freeport	pro					7		X	X	X			
Virginia	4						5	X	X	PUC	Varies		
Washington	2	2		2	2	1		X	X	X	\$3,000		

Legend: PI=pilot; IN=industry; PU=public; MB=maritime background; GO=government official; OT=other; NR=no restriction; n=non voting; pro=prohibited (specific prohibition on such persons being members); stat=statutory (set by legislature); bi-biennially; PSC=Public Service Commission; PUC=Public Utility Commission.

