

MEETING MINUTES

STATE OF WASHINGTON ~ BOARD OF PILOTAGE COMMISSIONERS

May 14, 2013

Present:

Vice Chairman: Norm Davis

Commissioners: Chuck Adams, Ned Kiley, Don Mayer, Ed Marmol, Phil Morrell, Grant Stewart and Elsie Hulsizer

Administration: Shawna Erickson, Peggy Larson

Jonathan Ward, Verne Justice, Alec Newman, David Grobschmit, Bill Sliker, Scott Anacker, John Harris, Bill Lowery and Walt Tabler: Puget Sound Pilots

Mike Moore, Jordan Royer: Pacific Merchant Shipping Association

Paul Tramm, Bill Hickey: USCG Sector Puget Sound

Lou Paulsen: Port of Tacoma

Jamie Galvin, Eric Lichty, Brian Jensen, Rod Myers: Pilot Applicants

REGULAR MEETING

The regular meeting of the Board of Pilotage Commissioners was convened at 9:30 a.m. by Vice Chairman Norm Davis in the Alki Conference Room at 2901 Third Avenue, Seattle, Washington. The Board welcomed newly appointed member, Captain Ed Marmol, representing state-licensed pilots.

Minutes. The March 26, 2013 Regular Meeting Minutes and the April 12, 2013 Special Meeting Minutes stand approved as written.

NEW BUSINESS

Consideration of Request for Vessel Exemption:

Motor Yacht LAST SAMURAI – 65', 60 gross tons, Australia registry, Captain Frederick MacClure.

Motion: Adams/Kiley – concur with Chair's granting of a three-month exemption – Carried.

Motor Yacht ARROWHEAD – 115', 193 gross tons, Marshall Islands registry, Capt. Michael St Pierre.

Motion: Adams/Kiley – grant an annual renewal of exemption – Carried.

Motor Yacht 5011 HARMONY – 164', 492 gross tons, Cayman Islands registry, Captains - various.

Motion: Adams/Kiley – concur with Chair's granting of a three-month exemption – Carried.

Consideration of Appointment of a New Board-Designated Physician. Dr. Robert Stuart submitted his Curriculum Vitae for review by the Board at the recommendation of a group of pilots wanting a physician in the south Puget Sound area. Motion: Mayer/Kiley – approve Dr. Stuart as a Board-Designated Physician to conduct pilot and trainee physical examinations – Carried. Chairman Dudley will proceed with an interview and discussion of the Board's physical standards and examination requirements.

Approval of Puget Sound Pilot Training Programs for Captains Coleman, Galvin and Lichty. The TEC has reviewed and evaluated the experience of Captains Coleman, Galvin and Lichty for purposes of developing their customized pilot training programs. Motion: Mayer/Adams – approve the Training Programs as drafted for Captains Scott Coleman, James Galvin and Eric Lichty – Carried. Each has fifteen days to respond to the Board concerning the acceptance of his training program. Upon acceptance of such and completion of training orientation, the Board shall issue *Trainee Licenses #33, 34 and 35 respectively*, intended for commencement of training between June 1 and July 1, 2013.

State Pilot Licensing Requirements: Captain F.A. Coe's U.S. government license expired on March 26 and was not renewed until April 24, 2013. During this 30-day period he failed to provide the Board with a copy of his currently valid U.S. government license as required by WAC 363-116-110(1). Also during this time he piloted ten vessels without holding a valid federal license. Motion: Adams/Hulsizer – move to conduct an investigation into this matter – Carried. Motion: Adams/Morrell – delegate authority to Chairman Dudley to proceed with the investigation in consultation with the Board's attorney – Carried.

A draft Statement of Policy was presented for consideration, which if adopted, would address matters such as this in the future. It was the consensus of the Board to defer discussion until the next meeting.

Review and Comparison of PSP 2012 Financial Statement with 2012 Year-end Projections. This agenda item was continued to the June meeting agenda at which time comparisons will be drawn to show projected 2012 income and expenses, presented during the 2011 PS tariff hearing, compared to actual 2012 numbers as shown in the PSP 2012 Financial Statement. Also y-t-d income and expenses through April 2013 will be reviewed.

Discussion and Possible Resolution Concerning Setting the Number of Pilots in the Puget Sound Pilotage District as provided in WAC 363-116-065. Motion: Stewart/Morrell – delay this agenda item to the June 19th Board meeting in order to have more time to review PSP’s submittal of information received just four days ago – Failed with a vote of 3 in favor and 4 opposed. The Board agreed to go ahead with the presentation of material and afterward determine if resolution of the matter would be appropriate. PSP presented a written document in support of increasing the number of pilots by at least one position. Their primary focus was mostly on one particular section titled “Analysis of Pilot Duties for 2012” which indicated a need for 55.9 pilots. This data contained several anomalies specific to 2012. Projected duties for 2013 were not presented. Traffic data was also presented and considered. Motion: Mayer/Adams – increase the number of pilots in the Puget Sound Pilotage District by one, from 53 to 54 – Carried with a vote of 5 in favor and 2 opposed.

Pilot’s Report of Marine Safety Occurrence: *CRIMSON KNIGHT*, 3-28-13

Intalco Dock	Departure from dock was necessary due to tidal constraints. No tugs were available – departure was uneventful.	Navigational Safety Concern	<u>Motion:</u> Hulsizer/Kiley File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *CHISWICK BRIDGE*, 3-28-13

Northbound traffic lanes between T and SG	Low pressure of cylinder lubrication system.	Navigational Safety Concern	<u>Motion:</u> Hulsizer/Kiley File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *CLEMENTINE MAERSK*, 3-29-13

Transiting Port Angeles to Seattle	Intermittent problems with a spring air line.	Navigational Safety Concern	<u>Motion:</u> Hulsizer/Kiley File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *EVER UBERTY*, 3-29-13

Tacoma Harbor	A stuck dirty valve caused the engine not to respond which necessitated a round turn while repairs were made.	Navigational Safety Concern	<u>Motion:</u> Hulsizer/Kiley File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *CLIPPER HOPE*, 4-5-13

Sierra Foxtrot Buoy vicinity	Engine was overheating due to air getting into the number five cylinder.	Navigational Safety Concern	<u>Motion:</u> Hulsizer/Kiley File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *CSCS MANZANILLO*, 4-9-13

2.5nm WNW of Dungeness Spit	A damaged bearing seal caused the intermediate propulsion shaft bearing to overheat.	Navigational Safety Concern	<u>Motion:</u> Hulsizer/Kiley File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *CAMELLIA ACE*, 4-11-13

Northbound approaching SC Buoy	A fishing vessel was traveling southbound in northbound lane. Ship altered course after not being able to contact the fishing vessel.	Navigational Safety Concern	<u>Motion:</u> Hulsizer/Kiley File as a Marine Safety Occurrence – Carried.
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Pilot's Report of Marine Safety Occurrence: *CLIPPER HOPE*, 4-13-13

Outbound at Port Angeles Pilot Station	A pilot ladder step broke while he was disembarking the vessel – no injury.	Near Miss	<u>Motion:</u> Hulsizer/Kiley File as a Marine Safety Occurrence – Carried.
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Pilot's Report of Incident: PS Pilot J. Shaffer – *PRIDE/BARGE 650-7*, 3-20-13

Cherry Point BP Refinery, North Pier	While shifting the barge aft, a pier fender pad became fouled with the barge's raked stern causing 2 of the fender pad's securing chains to fail, which caused minor deformation to a piece of steel framework attached to the fouled fender-pad. The barge's hull also made contact with the concrete pier at the location of the damaged fender pad causing very minor damage to the concrete work.	<u>Motion:</u> Mayer/Kiley File as an Incident with Damage and No Pilot Error – Carried.
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Pilot's Report of Incident: GH Pilot R. D'Angelo – *DRESDEN*, 3-31-13

Terminal 4, Grays Harbor	While docking, the bow tug had trouble with the spring line. The bow thruster was stopped to prevent fouling of the line, which caused the bow to come off the dock. While getting the vessel realigned with the dock the chine contacted the bitter end of the bull rail.	<u>Motion:</u> Mayer/Adams File as an Incident with Damage and No Pilot Error – Carried.
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Committee Reports.

Trainee Evaluation Committee:

- The TEC met on May 8.
- Training Program progress was reviewed for Captains Coryell and Brouillard.
- Captain Anacker completed his prescribed post-incident training trips and a *Lessons Learned* document concerning the *PORTLAND BAY* allision with the moored gravel barge *GC 104* in the Duwamish River, Georgetown Reach, Seattle. The Board considers this assignment complete.
- Motion: Mayer/Hulsizer – appoint Puget Sound pilot Captain Ed Marmol to the TEC to replace Captain Hannigan – Carried. The membership remains at 5 pilots and 2 non-pilots for now.
- Each new trainee as they enter their training program will receive a letter from the Board which sets out their responsibilities as a trainee. One element not clearly addressed is PPU training. The TEC will work on the resolution of this issue.

Activity Reports. Captain Jonathan Ward, representing Puget Sound Pilots, and Captain Mike Moore, representing Pacific Merchant Shipping Association, offered current and projected statistical data as well as updates on current maritime events. The Puget Sound Pilots' 2012 Audited Financial Statement was received by the Board on April 10, 2013.

BPC Staff Report. Dates for the Regional Pilotage Conference need to be set – the October/November/December range is looking most likely. Pilot state photo ID badges need to be renewed before the end of September – staff will coordinate with the various entities to get this accomplished.

Confirmation of Next Regular Meeting Dates. The next regular meeting will be Wednesday, June 19th at 9:30 a.m. in the Alki Conference Room, 5th floor, 2901 3rd Avenue, Seattle. Future meeting dates are set as follows: July 31, August canceled, September 10, October 15, November 15 and December 10.

Review of Pilot/Trainee Physical Examination Reports. Motion: Kiley/Hulsizer - accept the physicians' reports for Captains D.A. Sanders, B.S. Knowles, V.O. Engstrom, R.F. McCurdy, S.D. Semler, D.W. Grobschmit and J.E. Kalvoy for annual pilot license renewal and Captains R.M. White, S.T. Coleman, J.T. Galvin and E.C. Lichty for initial training licensure - Carried. Motion: Kiley/Hulsizer – affirm Chairman Dudley's action on 5-7 to reinstate Captain D.A. Sander's license following his review of a satisfactory physician's report – Carried.

There being no further business to come before the Board, Vice Chairman Davis adjourned the regular session Board meeting at 2:10 p.m.

Respectfully submitted,

Peggy Larson, Executive Director

Absent

Harry H. Dudley, Chairman

Norman W. Davis, Vice Chairman

Commissioner Elsie J. Hulsizer

Commissioner Charles F. Adams

Commissioner Edmund I. Kiley

Commissioner Donald W. Mayer

Commissioner Edmund Marmol

Commissioner Philip Morrell

Commissioner J. Grant Stewart