

MEETING MINUTES
STATE OF WASHINGTON ~ BOARD OF PILOTAGE COMMISSIONERS
January 16, 2025

REGULAR MEETING – Call to Order

The Regular Meeting of the Board of Pilotage Commissioners was called to order at 10:00 a.m. by Chair Sheri Tonn in the 4th Floor Dolphin Conference Room, 2901 Third Avenue, Seattle, WA and online via Microsoft Teams.

Present in Person:

Chair: Sheri Tonn

Commissioners: Severin Knutsen (Pilot), Mike Anthony (Pilot), Andrew Drennen (U.S. Shipping)

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Port of Grays Harbor: Ryan Leo

Puget Sound Pilots: Scott Brewen

Clipper Vacations USA: Jason Mihok

Present via Teams:

Commissioners: Jason Hamilton (Public), Tim Farrell (Public), Nhi Irwin (Ecology),

Richard Firth (Foreign Shipping)

BPC Assistant Attorney General: Albert Wang

Puget Sound Pilots: Ken Grieser, Peter Mann, Travis McGrath, Eric Klapperich, Ivan Carlson

USCG: Kira Moody

UTC: Scott Sevall

Public: Ann LaRue

The Northwest Seaport Alliance: Lindsay Wolpa

BPC Staff Report.

- BPC Executive Director Jaimie Bever wished everyone a Happy 2025 and shared a thank you message specific to Boards and Commissions by outgoing Governor Inslee.
- Jaimie also reported that there are several bills that are being heard this Legislative session that may impact the BPC. Senate Bill 5117 would require state agencies to have an agricultural economic impact statement before doing rulemaking. Senate Bill 5248 is creating a work group to make recommendations regarding bridge collision avoidance by commercial vessels considering the Baltimore incident. Staff will be watching the bills carefully and will provide updates.
- Jaimie shared with the Board a high-level preview calendar of important dates in 2025.
- BPC Data Analyst Bettina Maki shared the KPI Dashboard and clarified that on the rest rule exceptions where the target had not been met, it was a less than 5-minute interval. She is considering whether to add short commentary to the KPI reports in the future.

BPC Chair Report.

- BPC Chair Sheri Tonn reported that Commissioner Firth has accepted a promotion within Holland America and will be moving to Florida. He will remain on the Board for the next few months. The BPC will be seeking a new Foreign Flag Shipping Representative. Captain Severin Knutsen, PSP, has been appointed to fill the vacant Pilot Commissioner seat. He introduced himself and shared his maritime background. Both Commissioners Farrell and Anthony have been reappointed.
- Maritime Day will be taking place on January 29 in Olympia and both Sheri and Jaimie plan to participate. There is both a luncheon event with the new Governor speaking as well as an evening reception. Sheri advised that although the ticket window might be closed to reach out to Peter Schrappen if interested in attending.

Activity Reports. Ryan Leo representing the Port of Grays Harbor (PGH), Lindsay Wolpa representing The Northwest Seaport Alliance (NWSA), Ivan Carlson representing Puget Sound Pilots (PSP), and Kira Moody representing the United States Coast Guard (USCG) offered current and projected statistical data as well as updates on current maritime issues and activities.

Chair Tonn mentioned that she has been in discussion with PSP President Captain Ivan Carlson about having the head of the American Pilots Association give a presentation to the Board regarding legal aspects of pilotage and that other west coast pilot commissions could be invited.

BPC Data Analyst Bettina Maki shared the pilotage activity dashboard and was available for questions.

NEW BUSINESS

Pilot’s Report of Incident: *M/V MILLINOCKET*, 10/24/2024

Commissioner Anthony presented the Final Incident Report for the October 24, 2024, incident involving *USNS MILLINOCKET*.

Motion: Anthony/Firth – File as an incident with damage without pilot error – Carried.

Pilot’s Report of Marine Safety Occurrence: *EVER STRONG*, 11/06/2024

Tacoma PCT	Two pilots arrived onboard however while still setting up and not yet done an MPX, the vessel began moving towards the dock and broke six lines damaging the tug <i>LYNN MARIE</i> . Vessel engineer reported that the cause was a main engine control issue.	<u>Motion:</u> Knutsen/Drennen– File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *MARSHALL FOSS (EVER STRONG)*, 11/09/2024

Tacoma, Off PCT	About 50’ off berth, the <i>EVER STRONG</i> had two tugs on, <i>MARSHALL FOSS</i> and <i>LYNN MARIE</i> . Tug <i>MARSHALL FOSS</i> lost one of its engines. Pilot was able to stop <i>EVER STRONG</i> and have <i>MARSHALL FOSS</i> retrieve its lines and <i>LYNN MARIE</i> moved from port quarter to center lead. Vessel able to safely berth with just the one tug.	<u>Motion:</u> Drennen/Anthony – File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *REC SQUID FISHING (OOCL VERACRUZ)*, 11/23/2024

East Waterway, 200’ off Pier 30	While approaching the East Waterway pilot received a VHF call from the bunker barge tied up to the dolphins just north of Terminal 30. The bunker barge informed pilot that there was a small recreational boater, approximately 24ft in length anchored off Terminal 30, approximately 300ft off and in the middle of Terminal 30. Pilot decided the safest course of action was to turn the ship as if to line up to back into the East Waterway so that the vessel would be facing to the North and in a safe direction to easily abort the maneuver. Captain wished to proceed to the berth and pilot explained they could not berth with the crane down at 18 and no clear idea of what the small vessel would do. Crane at 18 started to raise, pilot sounded a prolonged blast on the whistle to get the attention of the small boat. Pilot also followed this by sounding several 5 short blasts of the ship’s whistle as well as the spotlight of the stern tug and their whistle as well as we were backing down the waterway. At approximately 200ft away from the vessel, pilot stopped the ship with the tugs and sounded 5 short blasts again, at this point the vessel, turned off all their lights and still did not move. Pilot sounded the whistle again and they finally moved, passing close astern. Pilot continued to the berth without further issue.	<u>Motion:</u> Knutsen/Farrell – File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *M/Y CONSTANT (MSC JEONGMIN)*, 11/27/2024

Eastbound TSS	At approximately 1830 ft and 1.2nm NNE of the eastern tip of Dungeness Spit the containership <i>MSC JEONGMIN</i> was eastbound in the inbound TSS. The outbound vessel <i>M/Y CONSTANT</i> crossed the bow of the <i>MSC JEONGMIN</i> resulting in a CPA of approximately 0.1nm.	<u>Motion:</u> Hamilton/Anthony – File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *SAFEEN AL SAFA*, 11/28/2024

Pilot Boarding Area	Pilot boarded vessel and discovered the vessel had a letter of deviation from the USCG for a non-working gyro. While pilots must adapt to changing conditions, as this letter had been issued prior to the call for a pilot, this should have been relayed to dispatch allowing for the best job preparation possible.	<u>Motion:</u> Knutsen/Farrell – File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *OCEAN LEE (DYLAN)*, 12/02/2024

Underway near Guemes Channel, Anacortes	Pilot onboard vessel <i>DYLAN</i> encountered the <i>OCEAN LEE</i> while on course in Guemes Channel. Upon communicating with them on the radio, pilot determined that they did not have a federal pilot onboard. When vessels participate in the movement reporting system it paints a shared mental model for all users to know what to expect when navigating the pilotage waters of Washington State. This highlights the value of State and Federal Pilots who are required to pass a VTS user's manual exam as well as have knowledge of local customs and regulations.	<u>Motion:</u> Drennen/Farrell– File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *MORNING LADY*, 12/09/2024

Duwamish Waterway, Seattle	While 50% complete of a rotation in the turning basin, the captain indicated that the engine was unable to start. Pilot utilized tugs to complete rotation and the engine came back online although limited to dead slow ahead. Pilot proceeded to Quartermaster Harbor Anchorage under tug escort where the ship was anchored without incident.	<u>Motion:</u> Knutsen/Anthony – File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *SEASPAN RIO DE JANERIO*, 12/18/2024

Pilot Boarding Station	About an hour prior to boarding the ship at the pilot station, VTS called report that one of four auxiliary diesel generators was inoperable. No further information was passed on regarding a mandatory escort tug or any other COTP directions. Upon boarding, the ship's captain was forthcoming regarding the same status of the generators. The three available generators would remain online during the transit to the berth. Since this was a two-tug job, the pilot was comfortable proceeding even if the thruster became unavailable due to the loss of an additional generator. Upon check-in with VTS, pilot was asked to call the Watch Supervisor via landline and was informed that the COTP had placed an order on the ship to not proceed inshore of Port Angeles without an escort tug and to proceed to anchor there. The closest available tug was the Garth Foss in Anacortes, with an estimated 3.5 hours transit time to Port Angeles. Conditions in Port Angeles were westerly gale force winds (sustained 30 kts, gusting 40) with anchor spots 2, 3 and 4 taken by tank vessels. Pilot turned the ship around in the vicinity of Green Point and headed back towards Port Angeles. The safest option was to anchor outside the harbor in spot 5 and pilot decided that he would stay aboard longer than usual to ensure that the ship was well secured before disembarking. The anchor was let go at 0806 and fetched up at 0830. Just after fetching	<u>Motion:</u> Firth/Knutsen – File as a Marine Safety Occurrence – Carried.
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	<p>up, VTS called and informed that the COTP order was lifted and the ship could proceed to Seattle without a tug escort. Given the time of day, expected relatively quick transit, and less than ideal weather conditions for a transfer down to the pilot boat, pilot stayed aboard for the transit to Seattle. Anchor was weighed at 0936 and the trip to SE18 was uneventful with all ship's equipment functioning normally.</p>	
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Meeting Minutes.

Motion: Hamilton/Drennen – approve the November 21, 2024, Meeting Minutes as written – Carried.

Committee Actions.

Trainee Evaluation Committee (TEC)

- **Pilot License Upgrade Program: Captains Ekelmann & Fleischfresser.** Commissioner Knutsen stated the TEC met yesterday and reviewed the upgrade letters for the pilots listed above.

Motion: Knutsen/Anthony – approve the pilot license upgrade program for Captains Ekelmann and Fleischfresser – Carried.

- The next thing that the TEC worked on was the recommendation regarding the license levels in Grays Harbor. Back in October, Grays Harbor had made a request to match the license levels in Puget Sound. After reviewing that request, it was immediately clear to the TEC that it would not be a good fit for Grays Harbor to match Puget Sound levels exactly and began the process of creating an alternative that would be a good fit. Captain Ryan Leo spoke on the current limitations and the need for a different system that would allow for both operational efficiency and safety. The recommendations from the TEC were thoroughly discussed and questions answered, and the next step will be a CR102 with the redlined WAC language for a vote at the February meeting.
- **Issue invitations for Candidates into the Puget Sound Training Program.** Commissioners Knutsen and Anthony have discussed with the TEC the current training plan. Captain Anthony advised PSP is currently back at 56 pilots with a retirement that occurred at the end of 2024, and with just two trainees who might be ready for licensure in 2025, and with the anticipation of up to 3 voluntary retirements in 2025, the need to bring in another group of trainees for Puget Sound is advised.

Motion: Anthony/Knutsen – approve Captains Bolton and Butterfield be invited to start the Puget Sound Training Program starting May 1 – Carried.

- The TEC met yesterday and reviewed all trainee programs. There are 5 trainees in Training, and 1 in Observation. The trainee in Observation attended the TEC meeting yesterday to transition out of familiarization and will be able to do so soon which would put all 6 trainees in phase 2, with two of them almost ready to transition into Evaluation.
- Captains Knutsen and Anthony reported out on the recent Simulator Training held at Seattle Maritime on December 13 and 14. This was the first time the BPC has used the simulator there for a training. The Board thanks Seattle Maritime and all the volunteer hours put into the training.
- Captain Knutsen reported that there was a resignation on the TEC and thanked Captain Steven McElhose, formerly of Crowley, for his time on the TEC. While the committee currently meets the WAC requirements for membership, there are 2 vacancies.

Pilot Exam Committee (PEC)

- Co-chairs of the PEC, Captains Bendixen and Leo recommended both Captain Knutsen and Captain Moore, both Puget Sound Pilots, to the Pilot Exam Committee (PEC) to help with the exam process for the next exam in 2026.

Motion: Anthony/Drennen – approve pilots Knutsen and Moore to the Pilot Exam Committee (PEC) – Carried, with Commissioner Knutsen abstaining.

Pilot/Trainee Physical Examination Reports.

Motion: Farrell/Hamilton – approve the pilot physical examination reports for Captains T.D. Coryell, W.M. Carley, N. K. McGourty, G. P. Thoreson and S.E. Knutsen for their annual pilot license renewals – Carried, with Commissioner Knutsen abstaining.

Exemptions from Pilotage.

Passenger Vessel VICTORIA CLIPPER V – 167’, 910gt, Cyprus registry, Multiple Captains.

Motion: Knutsen/Drennen – grant an annual exemption renewal with the condition of requirement to report any marine safety occurrences or incidents – Carried.

Motor Yacht SEA SPEAK – 116’, 221gt, Jamaica registry, Captain Aaron Pearce.

Motion: Farrell/Drennen – concur with Chair Tonn’s granting of the interim annual exemption with no conditions – Carried.

Update on UTC Proposal for Puget Sound Tariff Training Surcharge Increase.

Chair Tonn reported that at the UTC’s public meeting earlier that morning, the BPC’s request to increase the Puget Sound Training Surcharge from \$19 to \$23 was on the consent agenda and approved. The increased funds will go towards ongoing simulator training, psychometric review of the training program, DEI consulting, and more. As stated at the November meeting, although the rationale for a trainee stipend increase had been included in the UTC request, a BPC vote would be needed before an increased stipend would take effect.

Committee Updates.

Pilot Safety Committee (PSC)

- PSC Co-Chair Drennen stated that the PSC has not met since last meeting but that they have their next meeting scheduled for Feb 4.
- The PSC has been watching to see what recommendations might come out of the December IMO meeting and that will be on the agenda for the Feb 4 meeting.

Vessel Exemption Committee (VEC)

- The VEC also has not yet met since our last Board meeting but has their next meeting scheduled for next Tuesday.

Oil Transportation Safety Committee (OTSC)

- BPC Executive Director and OTSC Chair Jaimie Bever shared both the OTSC November minutes, as well as a 2025 calendar of upcoming OTSC events.

Diversity, Equity & Inclusion Committee (DEIC)

- BPC Chair Tonn stated that the committee hopes to use some of the newly approved training surcharge funds to engage a DEI specialist to review the exam recruitment process and messaging.

Terminal Operations Work Group (TOWG)

- The TOWG is working to continue as a small group. Chair Tonn and TOWG Chair Captain Coleman agreed that the focus of the work group will be the physical condition of the terminals and how they are operated. The group will be meeting soon.

Confirmation of Next Regular Meeting Dates. Chair Tonn reminded everyone of the meetings in February and March. BPC meetings continue to be hybrid, and all are invited and encouraged to attend in person or online.

Public Comment. Chair Tonn asked for public comment, but none was offered.

Adjourn. Meeting was adjourned by Chair Tonn at 1:00pm.

Respectfully submitted,

Jaimie C. Bever, Executive Director

Sheri J. Tonn, Chair

Eleanor Kirtley, Vice Chair

Commissioner Timothy J. Farrell

Commissioner Andrew Drennen

Commissioner Richard Firth

Commissioner Severin Knutsen

Commissioner Michael Anthony

Commissioner Jason R. Hamilton

Commissioner Nhi Irwin