

Port of Grays Harbor

Pilotage Report

May 15, 2025

Pilotage Activity

There were a total of 11 arrivals in April of 2025 (6 dry bulkers, 1 liquid bulker and 4 RoRo). This equated to 25 jobs. Year to date there have been 37 vessels and a total of 98 jobs

The May schedule shows 11 arrivals scheduled so far: 3 dry bulkers and 8 RoRo's.

PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

Apr-2025

The Board of Pilotage Commissioners (BPC) requests the following information be provided to the BPC staff **no later than two working days prior to a BPC meeting** to give Commissioners ample time to review and prepare possible questions regarding the information provided.

Activity

Total pilotage assignments:		522		Cancellations:		9													
Total ship moves:		513		Cont'r:		145		Tanker:		151		Genl/Bulk:		120		Other:		97	
Assignments delayed due to unavailable rested pilot:						3		Total delay time:						3.25		hours			
Assignments delayed for efficiency reasons:						7		Total delay time:						16.5		hours			
Billable delays by customers:						44		Total delay time:						131					
Order time changes by customers:						140													
2 pilot jobs:		33		Reason:		PSP GUIDELINES FOR RESTRICTED WATERWAYS													
Day of week & date of highest number of assignments:						Wednesday, 4/30/25										25			
Day of week & date of lowest number of assignments:						Tuesday, 4/15/25										8			
Total number of pilot repositions:		89		Upgrade trips		14		YTD		60									
3 consecutive night assignments:		31		YTD		114													

Callback Days/Comp Days

	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2552	30	71		2511
Unlicensed	0			0	0
Total	2552				2511

On watch assignments 492 Call back assignments 30 CBJ ratio 5.75%

Pilots Out of Regular Dispatch Rotation (pilot not available for dispatch during "regular" rotation)

A. Training & Continuing Education Programs

Start Dt	End Dt	City	Facility	Program Description	Pilot Attendees
18-Apr	28-Apr	Lyon, FR	Port Revel	Manned Model	BOZ(7on*, 3off), MIL(4on*, 6off)
25-Apr	30-Apr	Lyon, FR	Port Revel	Manned Model	VEL(6off)
28-Apr	29-Apr	Seattle	PMI	Azipod Training	GAR(2off), SID(2on*)
30-Apr	30-Apr	Seattle	PMI	Azipod Training	HAM*, KNU*, MCN*
1-Apr	30-Apr			Upgrade Assignments On Duty	EKE*, MIE*, STU(2on*)
1-Apr	30-Apr			Upgrade Assignments Off Duty	BOS(2off), FLE, GAR(3off), MAN(2off), MIE, RID
					* On Watch Off Watch ** paired to assign.
					20 27

B. Board, Committee & Key Government Meetings (BPC, PSP, USCG, USACE, Port & similar)

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-Apr	8-Apr	Seattle	PSP	Ops Pilot	MYE(3on*, 5off)
2-Apr	2-May	Seattle	BPC	BPC Prep	ANT*, HAM*, KNU*
3-Apr	3-Apr	Seattle	PSP	NWSA	BOU, STA
3-Apr	3-Apr	Seattle	BPC	BPC	ANT*, KNU*
4-Apr	4-Apr	Seattle	PSP	Administrative	HAM*
7-Apr	8-Apr	Seattle	PSP	President	HAM(2on*)
9-Apr	14-Apr	Seattle	PSP	Ops Pilot	GRK(6on*)
15-Apr	15-Apr	Seattle	PSP	BOD Agenda Prep	GRK*, HAM*

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees		
15-Apr	20-Apr	Seattle	PSP	Ops Pilot	MOO(3on*, 3off)		
16-Apr	16-Apr	Steilacoom	PSP	Outreach	RID		
16-Apr	16-Apr	Seattle	BPC	TEC	ANT, BOZ, KNU		
16-Apr	16-Apr	Seattle	BPC	BPC Prep	ANT, KNU		
17-Apr	17-Apr	Seattle	BPC	BPC	ANT*, KNU*		
17-Apr	17-Apr	Tukwila	PSP	Outreach	VON**		
18-Apr	18-Apr	Port Angeles	PSP	Outreach	FLE		
21-Apr	21-Apr	Seattle	PSP	HARO Prep	ANA, ANT, HAM, KAL, MYE*		
21-Apr	28-Apr	Seattle	PSP	Ops Pilot	MYE(7on*)		
22-Apr	22-Apr	Seattle	PSP	BOD	BOS*, GRK*, HAM, KEP, MCG*, MYE*, STA*		
23-Apr	23-Apr	Lacey	PSP	UTC	MCG*		
24-Apr	24-Apr	Seattle	PSP	Rate Committee	MCG*		
25-Apr	25-Apr	Ilwaco	PSP	Columbia River Bar Pilots, Drills	KEP		
26-Apr	26-Apr	Port Townsend	PSP	Outreach	MAN, MOO*		
27-Apr	27-Apr	Seattle	PSP	Outreach	BEN**		
28-Apr	30-Apr	Seattle	PSP	Rate Committee	MCG(3on*)		
28-Apr	28-Apr	Seattle	PSP	Rate Committee	KLA**		
28-Apr	30-Apr	Seattle	PSP	Ops Pilot	HAM(2on*, 1 off)		
29-Apr	29-Apr	Seattle	BPC	TEC, Trainee orientation	ANT*, KNU*		
					* On Watch	Off Watch	** paired to assign.
					47	26	3
Safety/Regulatory							
Outreach							
Administrative							
C. Other (i.e. injury, not-fit-for-duty status, COVID risk							
Start Dt	End Dt	REASON	PILOT				
1-Apr	18-Apr	NFFD	MOO				
1-Apr	30-Apr	NFFD	SES				
15-Apr	30-Apr	NFFD	VEL				
Trailing 12 months revenue assignments							
7,279							
Call back job ratio during the last 12 months (May 2024-Apr 2025) 10.32 %							

TANKERS TO OR FROM CANADA							
DATE	VESSEL	FROM	TO	LPOC	NPOC	LADEN (Y/N) On Arrival	DWT TONNAGE
2024-05-11	ATB CORPUS CHRISTI	PAANC	PS		VANCOUVER, CANADA	N	19687
2024-05-15	SEAWAYS NIAGARA	PS	CPBP	VANCOUVER, CANADA		Y	51257
2024-05-18	CHEM SEA 1	PS	ANSHE	VANCOUVER, CANADA		Y	27128
2024-05-25	AQUALEADER	PS	ANTES	VANCOUVER, CANADA		Y	115669
2024-05-27	PELICAN PACIFIC	PAANC	PS		VANCOUVER, CANADA	N	57964
2024-05-29	PACIFIC RUBY	PS	VIANC	VANCOUVER, CANADA		Y	113306
2024-06-01	SILVER MONIKA	PS	ANSHE	VANCOUVER, CANADA		N	49746
2024-06-04	AQUALEADER	VIANC	PS		VANCOUVER, CANADA	N	115669
2024-06-06	NEW ACTIVITY	PS	PAANC	VANCOUVER, CANADA		Y	105670
2024-06-08	CHEM SCEPTRUM	PS	ANSHE	VANCOUVER, CANADA		Y	27130
2024-06-09	SFL SABINE	VIANC	PS		VANCOUVER, CANADA	N	115711
2024-06-09	TARBET SPIRIT	VIANC	PS		VANCOUVER, CANADA	N	107529
2024-06-12	SFL SABINE	PS	PAANC	VANCOUVER, CANADA		Y	115711
2024-06-20	PACIFIC RUBY	ANSHE	PS		VANCOUVER, CANADA	N	113306
2024-06-21	CHEM SOL	PS	ANSHE	VANCOUVER, CANADA		Y	25273
2024-06-22	NEW ACTIVITY	PAANC	PS		VANCOUVER, CANADA	Y	105670
2024-06-26	KOUROS	PS	VIANC	VANCOUVER, CANADA		Y	51268
2024-06-27	ATB GULF RELIANCE	VABC	BEANC	RICHMOND, CANADA		N	27465
2024-07-07	SFL SABINE	VIANC	PS		BURNABY, BC	N	115711
2024-07-10	SFL SABINE	PS	FEPHI	BURNABY, CANADA		Y	115711
2024-07-13	SFL SABINE	VIANC	PS		BURNABY, CANADA	N	115711
2024-07-22	TARBET SPIRIT	PS	VIANC	VANCOUVER, CANADA		Y	107529
2024-07-25	TSURUGI GALAXY	ANSHE-IS	PS		VANCOUVER, CANADA	Y	26143
2024-07-30	CASPIAN SEA	VIANC	PS		VANCOUVER, CANADA	N	114218
2024-08-01	MONT BLANC I	PS	VIANC	PORT MOODY, CANADA		Y	45945
2024-08-02	BOCHEM MARENGO	ANSHE-IS	PS		VANCOUVER, CANADA	Y	25273
2024-08-05	PACIFIC COBALT	PS	CPBP-N	VANCOUVER, CANADA		N	49886
2024-08-10	MONIQUE GLORY	PS	VIANC	VANCOUVER, CANADA		Y	115481
2024-08-16	TARBET SPIRIT	VIANC	PS		VANCOUVER, CANADA	N	107529
2024-08-19	TARBET SPIRIT	PS	VIANC	VANCOUVER, CANADA		Y	107529
2024-08-23	CHEM SEA 1	PS	ANSHE-IS	VANCOUVER, CANADA		Y	27128
2024-08-23	SEAWAYS REDWOOD	PS	PAANC	VANCOUVER, CANADA		Y	112792
2024-09-05	ATB DUBLIN SEA	ANANC-WEST	VABC		VANCOUVER, CANADA	N	26752
2024-09-05	CHEM SOL	ANSHE-I/S	PS		VANCOUVER, CANADA	Y	25253
2024-09-09	ATB GULF RELIANCE	VABC	VIANC	VANCOUVER, CANADA		N	27465
2024-09-09	TARBET SPIRIT	VIANC	PS		VANCOUVER, CANADA	N	107529
2024-09-11	ATB PRIDE	BEANC	PS		VANCOUVER, CANADA	N	27811
2024-09-12	MONIQUE GLORY	PS	ANTES-O/S	VANCOUVER, CANADA		Y	115481

TANKERS TO OR FROM CANADA							
DATE	VESSEL	FROM	TO	LPOC	NPOC	LADEN (Y/N) On Arrival	DWT TONNAGE
2024-09-14	MONIQUE GLORY	ANTES-O/S	PS		VANCOUVER, CANADA	N	115481
2024-09-15	NEW ALLIANCE	PS	VIANC	VANCOUVER, CANADA		Y	114803
2024-09-21	NEW ALLIANCE	FEPHI-O/S	PS		VANCOUVER, CANADA	N	114803
2024-09-22	TORM LAURA	PS	ANANC-CTR	VANCOUVER, CANADA		Y	53160
2024-09-26	SEAWAYS REDWOOD	PS	VIANC	VANCOUVER, CANADA		Y	112792
2024-09-28	ARGENT HIBISCUS	ANSHE-I/S	PS		VANCOUVER, CANADA	N	35429
2024-09-29	TAVISTOCK SQUARE	PS	ANTES-O/S	VANCOUVER, CANADA		Y	114364
2024-10-01	TAVISTOCK SQUARE	ANTES-O/S	PS		VANCOUVER, CANADA	N	114364
2024-10-02	SEAWAYS REDWOOD	VIANC	PS		VANCOUVER, CANADA	N	112792
2024-10-06	SEAWAYS REDWOOD	PS	VIANC	VANCOUVER, CANADA		Y	112792
2024-10-12	DUBAI ANGEL	PS	VIANC	VANCOUVER, CANADA		Y	115502
2024-10-17	ATB DUBLIN SEA	VABC	ANSTR	VANCOUVER, CANADA		N	26752
2024-10-18	MONIQUE GLORY	PAANC	PS		VANCOUVER, CANADA	N	115481
2024-10-20	ADVANTAGE AWARD	VABC	ANTES-O/S	VANCOUVER, CANADA		Y	116014
2024-10-21	BOCHEM PEGASOS	PS	ANSHE-O/S	VANCOUVER, CANADA		Y	25082
2024-10-23	PELICAN PACIFIC	PAANC	PS		VANCOUVER, CANADA	N	49583
2024-10-26	SEAWAYS REDWOOD	VIANC	PS		VANCOUVER, CANADA	N	112792
2024-10-29	DUBAI ANGEL	FEPHI-O/S	PS		VANCOUVER, CANADA	N	115502
2024-10-31	ARGENT ASTER	PS	ANSHE-O/S	VANCOUVER, CANADA		Y	35210
2024-11-02	ADVANTAGE AWARD	VIANC	VABC		VANCOUVER, CANADA	N	116014
2024-11-14	EAGLE BRISBANE	PAANC	PS		VANCOUVER, CANADA	N	113400
2024-11-17	SEAWAYS REDWOOD	PS	ANTES-O/S	VANCOUVER, CANADA		Y	112792
2024-11-20	TSURUGI GALAXY	PS	ANSHE-I/S	VANCOUVER, CANADA		Y	26143
2024-11-21	CASPIAN SEA	PS	PAANC	VANCOUVER, CANADA		Y	114218
2024-11-22	SEAWAYS REDWOOD	VIANC	PS		VANCOUVER, CANADA	N	112972
2024-11-28	PELICAN PACIFIC	PAANC	PS		VANCOUVER, CANADA	N	49853
2024-12-03	FREEDOM GLORY	PS	VIANC	VANCOUVER, CANADA		Y	114122
2024-12-12	LIAN XI HU	PS	VIANC	NANAIMO, CANADA		N	50252
2024-12-17	METRO IONIAN	PS	PAANC	VANCOUVER, CANADA		N	114934
2024-12-19	ATB COMMITMENT	ANANC-WEST	VABC		VANCOUVER, CANADA	Y	27824
2024-12-21	FREEDOM GLORY	VIANC	PS		VANCOUVER, CANADA	N	114122
2024-12-21	ATB COMMITMENT	VABC	ANANC-EAST	VANCOUVER, CANADA		N	27824
2025-01-06	ARGENT HIBISCUS	ANSHE-I/S	PS		VANCOUVER, CANADA	Y	35429
2025-01-10	SEAWAYS OLIVE	PS	ANSHE-I/S	VANCOUVER, CANADA		N	49999
2025-01-11	ATB DUBLIN SEA	ANANC-WEST	VABC		VANCOUVER, CANADA	N	26752
2025-01-12	SEAWAYS HERCULES	PS	VIANC	VANCOUVER, CANADA		N	47787
2025-01-13	ATB DUBLIN SEA	VABC	ANANC-WEST	VANCOUVER, CANADA		Y	26752
2025-01-14	AQUALEADER	PAANC	PS		VANCOUVER, CANADA	N	115669

TANKERS TO OR FROM CANADA							
DATE	VESSEL	FROM	TO	LPOC	NPOC	LADEN (Y/N) On Arrival	DWT TONNAGE
2025-01-14	BW WREN	PS	VIANC	VANCOUVER, CANADA		Y	49999
2025-01-15	HIGH SEAS	PS	VIANC	BURNABY, CANADA		Y	51678
2025-01-16	TARBET SPIRIT	VABC	FEANC		BURNABY, CANADA	Y	107529
2025-01-18	HIGH SEAS	ANSHE-I/S	PS		BURNABY, CANADA	N	51678
2025-01-25	ARGENT ASTER	PS	VIANC		VANCOUVER, CANADA	Y	35210
2025-01-29	TARBET SPIRIT	VIANC	VABC		BURNABY, CANADA	N	107529
2025-02-01	TARBET SPIRIT	VABC	ANTES-O/S	BURNABY, CANADA		Y	107529
2025-02-18	SFL SABINE	FEPHI-O/S	VABC		BURNABY, CANADA	N	115711
2025-02-20	SFL SABINE	VABC	FEPHI-O/S	BURNABY, CANADA		Y	115711
2025-02-21	ARGENT DAISY	ANSHE-I/S	PS		VANCOUVER, CANADA	Y	35435
2025-03-06	SEAWAYS YOSEMITE	PAANC	PS		VANCOUVER, CANADA	N	112905
2025-03-13	HIGH SEAS	PS	CPBP-S	VANCOUVER, CANADA		Y	51678
2025-03-14	HIGH SEAS	CPBP-S	PS		VANCOUVER, CANADA	N	51678
2025-03-18	LAKE STARS	VABC	VIANC	VANCOUVER, CANADA		Y	113848
2025-03-19	NORD MIYAKO	PS	CPBP-S	VANCOUVER, CANADA		Y	52816
2025-03-21	NAVE POLARIS	PAANC	PS		VANCOUVER, CANADA	N	115699
2025-03-22	FREEDOM GLORY	PAANC	PS		VANCOUVER, CANADA	N	114122
2025-03-28	ATB DUBLIN SEA	ANANC-WEST	VABC		VANCOUVER, CANADA	Y	26752
2025-03-29	PACIFIC JADE	PS	PAANC	VANCOUVER, CANADA		Y	113306
2025-03-31	LAKE STARS	VIANC	PS		VANCOUVER, CANADA	N	113848
2025-04-05	ARDMORE EXPLORER	VABC	CPBP-N	VANCOUVER, CANADA		Y	49494
2025-04-06	HAFNIA HENRIETTE	VIANC	VABC		VANCOUVER, CANADA	N	49999
2025-04-06	HAFNIA HENRIETTE	VIANC	VABC		VANCOUVER, CANADA	N	49999
2025-04-07	ATB AURORA	PS	SEBP	VANCOUVER, CANADA		Y	8466
2025-04-11	ATB PRIDE	PAANC	PS		BURNABY, CANADA	Y	27811
2025-04-13	ATB PRIDE	VABC	VIANC	BURNABY, CANADA		Y	27811
2025-04-18	CHEM SEA 1	ANSHE-I/S	PS		VANCOUVER, CANADA	Y	27128
2025-04-23	ATB SOUND RELIANCE	FEPHI-O/S	VABC		BURNABY, CANADA	Y	19700
2025-04-25	ATB SOUND RELIANCE	VABC	VIANC	VABC	FEPHI	N	19700
2025-04-29	AQUALOYALTY	VIANC	VABC		VANCOUVER, CANADA	N	115594
2025-05-02	STI GRAMERCY	PS	PAANC	VANCOUVER, CANADA		Y	49990
2025-05-13	GINGA BLUE SHARK - RENAMED	PA1-N	PS		VANCOUVER, CANADA	N	25201
2025-12-29	ASP AVANA	PAANC	PS		VANCOUVER, CANADA	N	108524

Puget Sound District
Activity Report Dashboard

2025 April

Last modified
05/08/2025

Licensed Pilots
Including President

56

No changes in April.

PS District
Trainees

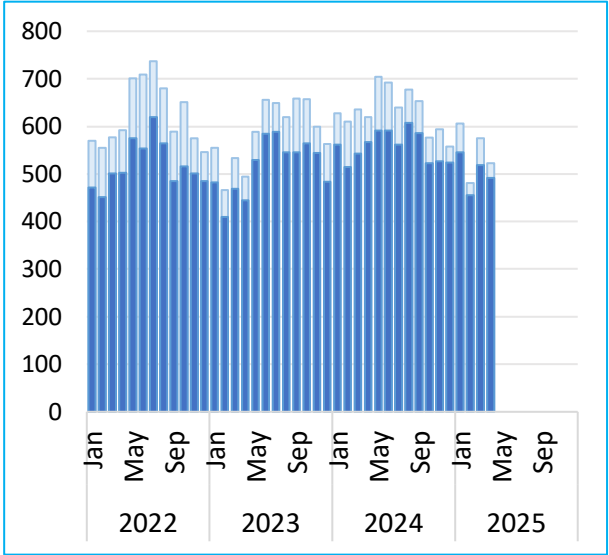
6

No changes in April.

Monthly Total

Assignment Count

522

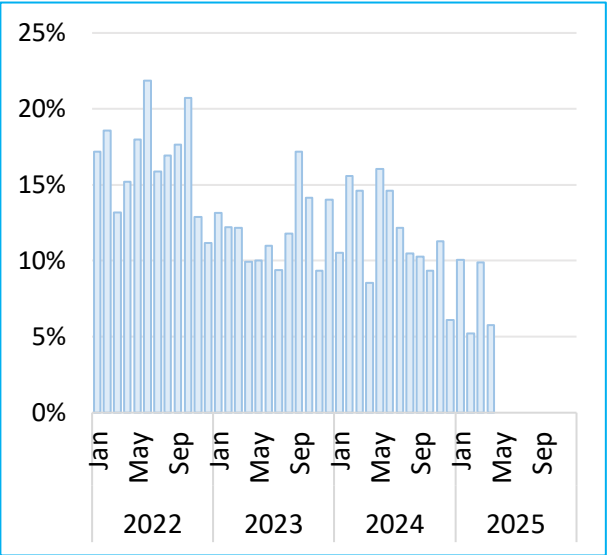


492 On-Watch (dk blue), 30 Off-Watch (lt blue)

Monthly Off-Watch

Assignment Percentage

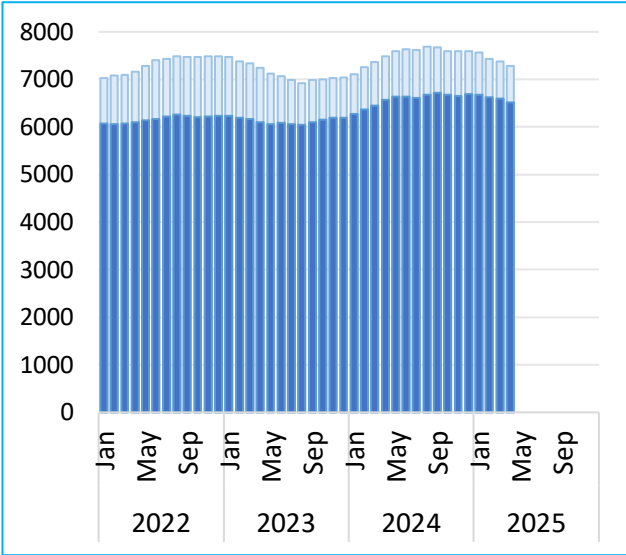
5.7%



Trailing 12 Total

Assignment Count

7279

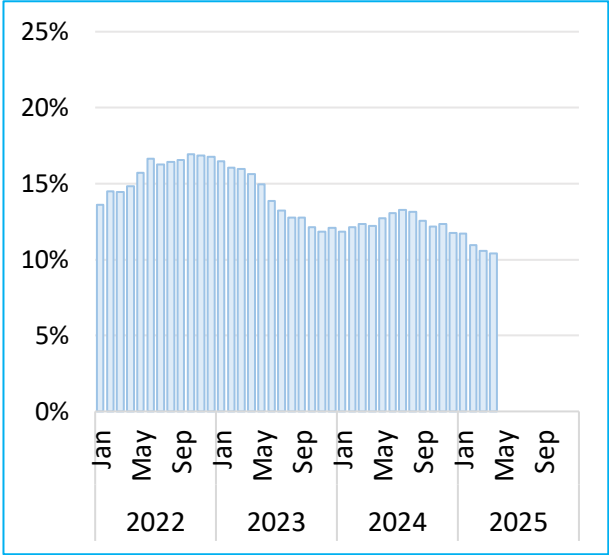


6522 On-Watch (dk blue), 757 Off-Watch (lt blue)

Trailing 12 Off-Watch

Assignment Percentage

10.4%



Licensed Pilots w/o Pres 55

Pilots NFFD whole month 1

Available Pilots 54

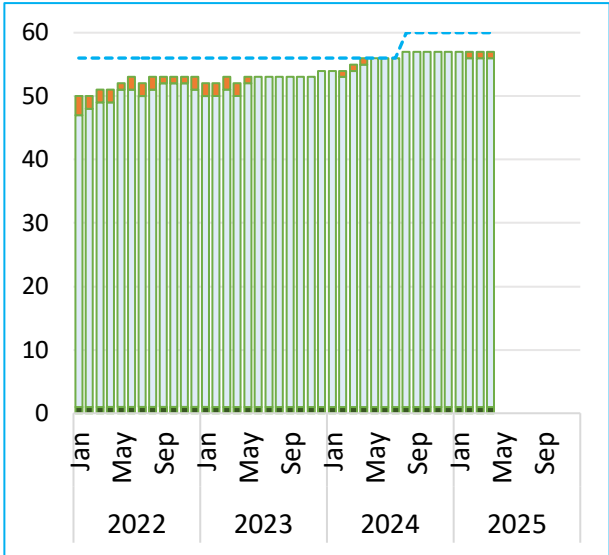
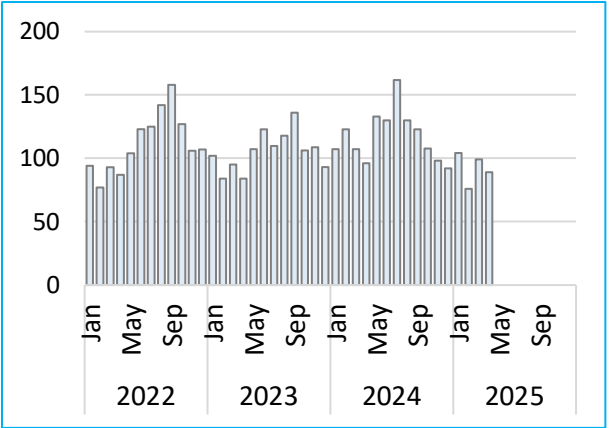


chart also includes president (1 pilot)

Repositions

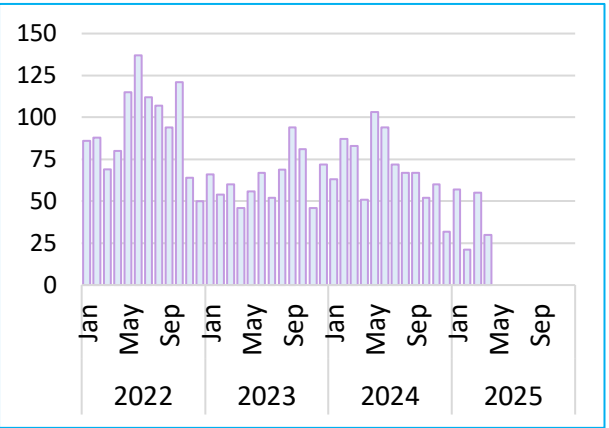
89



Comp Days Earned

(Callbacks)

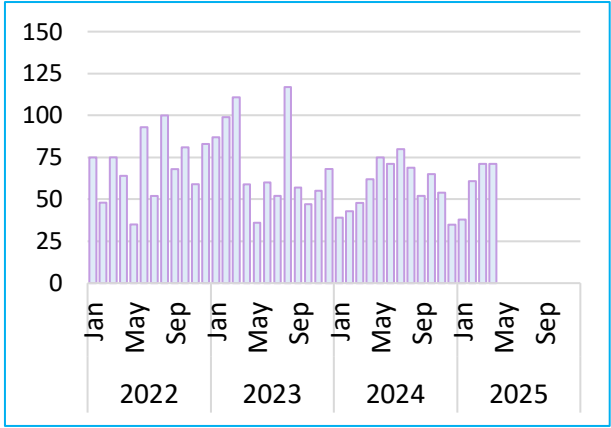
30



Comp Days Used

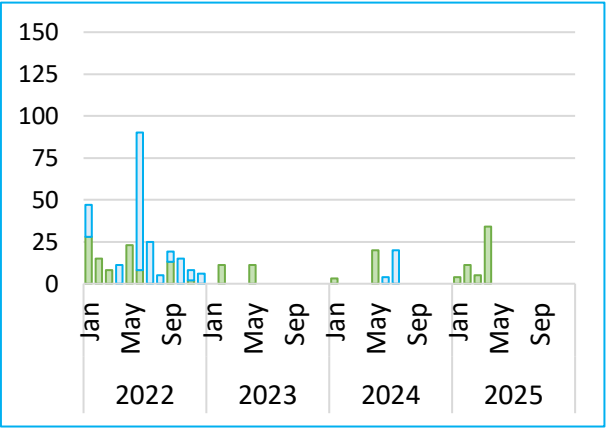
(Licensed Pilots)

71



COVID Days* 0

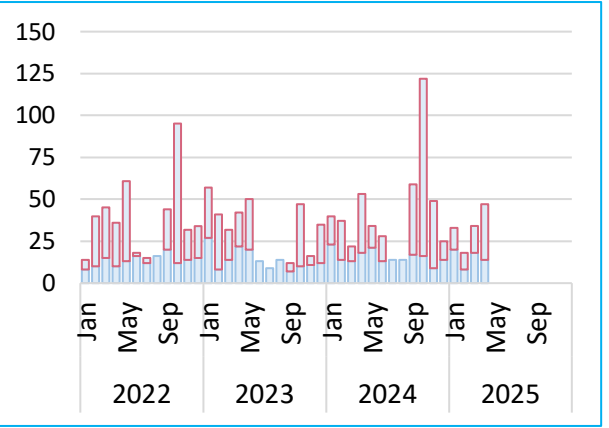
NFFD Days* 34



count of NFFD & Covid days if
pilot(s) not NFFD whole month

Training Days 33

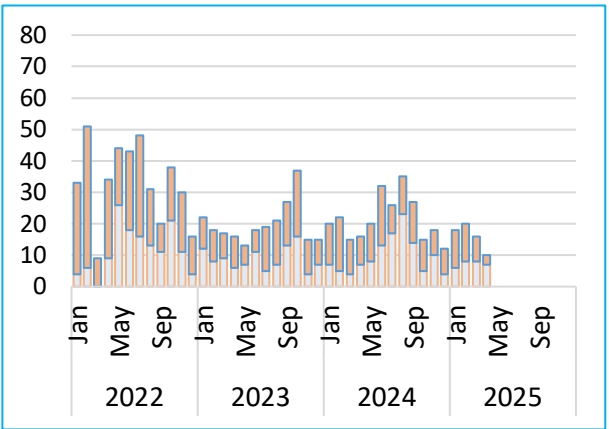
Upgrade Trips 14



training days (red) stacked
on upgrade trips (blue)

Pilot Delays (Count)
combined total

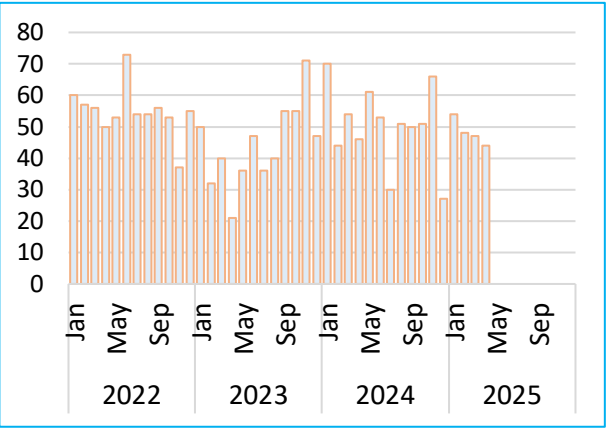
10



efficiency delay counts stacked on top
of pilot shortage delay counts on bottom

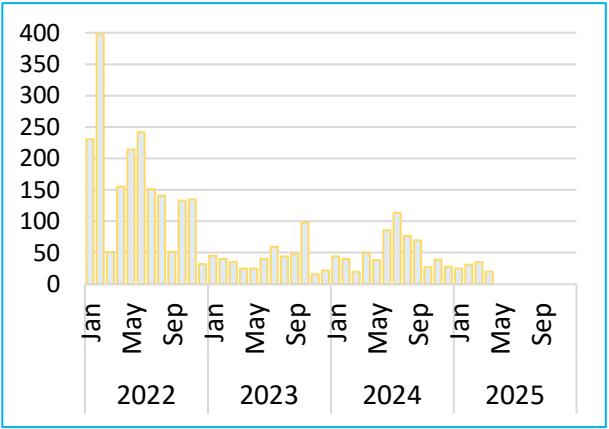
Billable Delays (Count)
by Customers

44



Pilot Delay Hours
(Pilot Shortage & Efficiency)

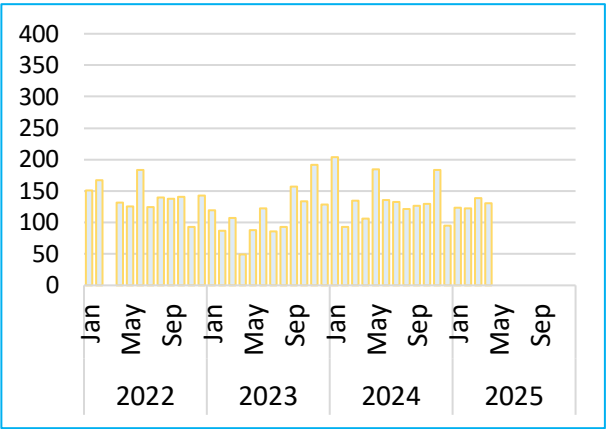
19.75 hrs



total pilot delay hours (not separated into
efficiency & pilot shortage components)

Billable Delay Hours
by Customers

131 hrs

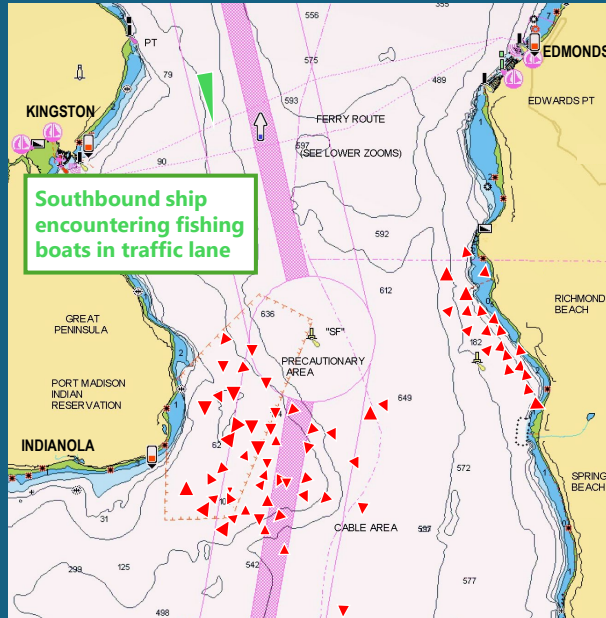


CLEAR THE LANES FOR SHIPS

Visit our web site for more *Rules of the Road* and safety information for recreational boaters!



pilotage.wa.gov



Fishing is legal in the ship traffic lanes if the lanes are kept clear for ships.

Clear the lanes when ships are 5 minutes away (about 2 miles) to avoid impeding traffic.

Be aware of your surroundings and monitor vessel traffic on VHF channel 14.

In this example, a ship (green) in traffic lanes near Kingston, is 2 miles from fishing boats (red) and will reach the boats in 6 minutes.

**U.S. Inland Navigation Rules and COLREGS Rule 10 state:
VESSELS LESS THAN 65 FEET IN LENGTH SHALL NOT IMPEDE
THE PASSAGE OF VESSELS TRANSITING THE TRAFFIC LANES.**

NOTES:

Ad is 7 x 4.75 inches (half page horizontal) and should link to our Pilotage safety page: <https://pilotage.wa.gov/safety.html>

Below is the navigation rule cited (it is both a Federal and international rule).

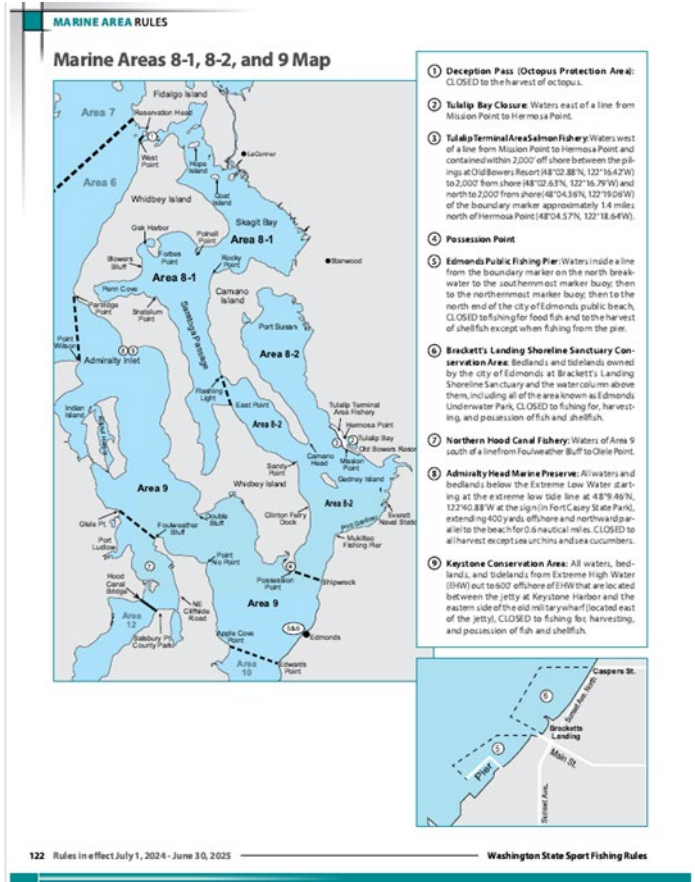
USCG [Nav Rules Handbook_27OCT2022_85 FR 58268.pdf](#) contains both

- International Navigation Rules = “72 COLREGS”
- U.S. Inland Navigation Rules = “33 CFR 83”

<https://www.ecfr.gov/current/title-33/section-83.10>

U.S. Inland Navigation Rules 33 CFR 83.10

(j) A vessel of less than 20 m in length or a sailing vessel shall not impede the safe passage of a power-driven vessel following a traffic lane.



In the lower left corner blank space of this Marine Areas page the small message below will appear



Keep Clear of Ships in Puget Sound SHIPS HAVE THE "RIGHT OF WAY"

Never cross in front of a ship
Do not impede ship traffic lanes
Monitor ship traffic on VHF radio
 Rules of the road at pilotage.wa.gov



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

2901 Third Avenue, Suite 500 | Seattle, Washington 98121 | (206) 515-3904 | www.pilotage.wa.gov

Meeting Minutes – Pilot Safety Committee (PSC)

February 4, 2025, 1:00 PM

Attendees: Andrew Drennen (BPC), John Scragg (PSP), Ryan Leo (PGH), Sheri Tonn (BPC), Eleanor Kirtley (BPC), Jason Hamilton (BPC); Mike Moore (PMSA), Scott Anacker (PSP), Ivan Carlson (PSP), Scott Brewen (PSP), Bettina Maki (BPC)

Regrets: Jaimie Bever (BPC)

1. Review of Minutes of previous meeting on November 7, 2024.

The minutes were approved with minor edits.

2. Rest Rule Exceptions

During 2024 Q4 in Grays Harbor there were zero (0) rest exceptions.

During 2024 Q4 in Puget Sound there were six (6) exceptions to the 10 hour rest rule. There were two (2) exceptions to the 13 hour rest rule. Some of the exceptions were small (1-minute, 5-minute, 6-minute and 10-minute exceptions) and there was a discussion about whether to have a “grace period” such that very small exceptions are not counted. The committee decided to simply follow the WAC and continue to count all rest exceptions.

3. Canada Tanker Assignments

Ivan Carlson shared information about pilot assignments on tankers to/from British Columbia. The number of these assignments is increasing due to opening of the Westridge Terminal and PSP and PPA are updating their MOA. For direct transits to North Puget Sound terminals, Puget Sound Pilots are currently boarding these tankers via launch in English Bay rather than at the Westridge Terminal. These assignments are around 20 hours in duration. Canadian tankers bound for Tacoma are going via the Pilot Station to avoid excessive assignment durations. PSP monthly data reports do not currently include a way to easily identify every Canadian tanker assignment.

4. Noncompliant Pilot Transfer Arrangements

Pilots’ reports of noncompliant transfer arrangements from the 4th quarter of 2024 were reviewed and discussed, as well as the Jotform data summary of the reports for the quarter and the full year. The data summary will be shared with the Board.

5. WDFW Fishing Pamphlet Boater Safety Messaging

Bettina shared what she had learned about options for putting boater safety messaging in the annual fishing regulations “pamphlet” (a 150-page booklet) published by the state Department of Fish and Wildlife. Virtually all messaging in the pamphlet is paid “ads” that cost ~\$6000 for a full page, ~\$3000 for a half page, etc. This includes environmental and safety messages from other state agencies (there is no discount for public service announcements). One exception seems to be made for information from the state Department of Health about food borne illnesses associated with various seafood species. Bettina had several email exchanges and a long phone conversation with WDFW staff but was not able to persuade them to include boater safety information in the pamphlet content the same way food safety information is featured – a paid ad is required. They did mention that they might be able to print a small safety message at no charge in one of the blank spaces in the Freshwater Fishing section of the pamphlet, but Bettina is hoping instead for a small message in the “Marine Areas” section of the pamphlet, specifically on the page with a map of Puget Sound. If a decision is made to purchase ad space, then the ad is due to the publisher in early May. Bettina also shared with the committee a front-page article from the Everett Herald about hazards encountered by Washington State Ferries during fishing season, noting she had also shared the article with her contacts at WDFW.

The committee discussed the potential value of an ad in the pamphlet as well as other channels for reaching out to recreational boaters. Scott Brewen noted that WDFW and State Parks both get money from the Sport Fish Restoration and Boating Trust Fund for boater education. He was interested in learning how this money is currently being spent.

6. MSO Form Revisions

Bettina met with pilots John Scragg, Nick Moore, and Matt Hannuksela in December to get feedback on her first draft of a Jotform adaptation of the MSO form. The pilots expressed their preference for more checkboxes and drop down lists for both ease of use for the person filling out the form and better data gathering (similar to the wealth of data available for the ladder reports). Matt Hannuksela has been the designer of the Jotform ladder reporting process and had lots of good advice for form design and data gathering.

7. PSP Comp Days Discussion

The Board has requested the Pilot Safety Committee evaluate the PSP procedures around comp days and callbacks. This was the first in an expected series of discussions, and was kind of a brainstorming session.

Eleanor Kirtley wanted to better understand how comp days affect pilot availability and what guidelines and guardrails exist around comp day usage.

John Scragg was curious about everyone’s understanding of the callbacks and comp days system and wanted to start with an overview of the system, and its benefits and potential pitfalls.

Andrew Drennen was interested in understanding if comp days generate more comp days and why callbacks and comp days are used instead of just trading days? He also thought it would be useful to start by identifying intended goals of this effort.

Mike Moore said he believes the goal is to maximize availability of on watch pilots and prevent comp days from creating delays or callbacks.

Andrew Drennen wondered if the BPC has any authority over PSP policies such as callbacks and comp days? John Scragg noted that while the BPC may not have authority to implement or change PSP callback and comp day policies, PSP is always interested in considering ideas for improving efficiency.

8. Adjournment/Next Meeting

The committee agreed to schedule the next meeting during the first full week of May 2025 .Bettina will send a scheduling poll to determine the best time on either Tuesday or Thursday of that week.

The meeting was adjourned at 2:45 PM.

Terminal Operations Work Group Meeting, March 11, 2025

Hybrid meeting (BPC Seattle Office, IT Conference Room & via MS Teams)

Attendees: Scott Coleman (PSP), John Scragg (PSP), Eleanor Kirtley (BPC), Lindsay Wolpa (NWSA), Mark Storslee (NWSA), Mel Cordova (Foss), Ed Artis (Mainlines), Sheri Tonn (BPC), Jaimie Bever (BPC), Bettina Maki (BPC)

Meeting materials: Notes of the previous meeting, post-incident recommendations (M/V MATE), PSP guidelines re terminal gantry cranes, Puget Sound Harbor Safety Plan - Gantry Crane Safety. USCG BOI Puget Sound Port Visit Report, Summarized MSOs relating to terminal operations

This second meeting brought in additional work group participants for a more in-depth discussion of topics identified at the previous kick-off meeting. The focus of the meeting was as follows.

- 1) Understanding best practices in crane placement (e.g. midships) and boom position (e.g. boom up) during docking, undocking and waterway transits.
- 2) Understanding requirements for footings (markings)
- 3) Understanding terminal operators' perspective of the docking and undocking process to facilitate improved communication.

Everyone agreed it would be helpful for all parties to become more knowledgeable about each other's roles and perspectives. It was noted that each terminal is unique, which can complicate understanding. For example, crane maintenance operators at different terminals may belong to different unions, and there are three different marine terminal operators (MTOs) in Tacoma and one in Seattle.

Shore power configurations add another layer of complexity. Lining up the shore power connection on the ship with the shore power vault at the terminal takes precedence over other factors because there is very little wiggle room. All parties need to be aware of the location of shore power connections on ships if/when they are being used.

Attendees shared experiences where they could have benefitted from additional information beforehand -- "having the right information in time to do the job right". Communicating changes in plans can be especially challenging -- this includes crane training and crane maintenance.

After much discussion attendees agreed that the goal is to reduce crane collision risk, and that it would be best to focus on a small area and not try to address a lot of things all at once. The focus was narrowed to international terminals with cranes, and then further narrowed to just Terminal 5, and then further narrowed to just docking and undocking procedures (even though crane positioning during waterway transits is also a major concern).

The next perspective to add in the work group will likely be the MTOs (Marine Terminal Operators) to further clarify the issues. Problems and proposed solutions should be much more well defined before reaching out to the crane maintenance operators. It is likely not feasible to have crane maintenance operators on call 24/7 and there may be times when docking has to be delayed..

In the time until the next meeting Lindsay Wolpa and Mark Storslee will work on raising awareness of these issues at NWSA, and Bettina will attempt to create a flow chart or similar diagram to understand the various communication steps.