



# 2022 Annual Report

Washington State | Board of Pilotage Commissioners | 2901 3<sup>rd</sup> Avenue, Suite 500 | Seattle, WA 98125



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*One the cover: Early morning at the Port of Tacoma. Image courtesy of the NWSA.*



*A pilot in transit from the pilot station in Port Angeles to bring the MSC VIRGO inbound to Pier 5 at the Port of Seattle. Image courtesy of Puget Sound Pilots.*

# Message from the Chair

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We seem to think that the COVID events of past years are behind us, but caution and safe practices on the part of pilots and trainees continue. Likewise, Coast Guard exams and licensing took longer than in the past. In spite of the serious constraints, pilotage and training continued throughout the year. Just as in 2021, pilots and trainees continued to do their best to maintain safe and efficient pilotage. Discovery Health was instrumental in providing medical advice to pilots and trainees and warrants a huge thank you. The US Coast Guard Sector Puget Sound has also been very helpful throughout the process of training and licensing pilots, and I want to thank pilots, trainees, the officers and staff of Puget Sound Pilots for a positive working relationship.

During 2022, two pilots retired from service: Captains Jim Hannuksela and Stephan Moreno. We wish them well and thank them for 27 cumulative years of pilotage in Puget Sound. Pilots licensed during 2022 are Captains Mark Bostick, Robert Ekermann, Eric Michael, Peter Mann, and Andrew Stewart in Puget Sound and Ryan Leo in Grays Harbor pilotage districts. In 2022, the BPC continued to call up trainees from the 2021 exam list. We will continue to work recruit a diverse applicant pool for the next exam in 2024.

The Board asked the Washington Ethics Board to provide ethics training during a regular board meeting. Commission membership was stable during the year, with no members completing their service. Thank you to each commissioner for continuing to devote significant time and talent to service of the commission.

During the year Puget Sound Pilots instituted several efficiency measures designed to enhance pilot availability, improve on watch productivity, reduce delays and reduce the need for "call back" pilots. All of this was complicated by the stresses of COVID, but PSP worked to measure their actions.

The Northwest Seaport Alliance's Lou Paulsen retired in 2022. Lou was a regular at our monthly meetings bringing us important port updates. We wish him well and welcome Lindsay Wolpa, who took his place as the NWSA liaison to the BPC.

The good work of BPC advisory committees continued and can be followed in the committee reports included in BPC minutes. The Trainee Evaluation Committee monitors trainee progress, including meeting with trainees, and continually working to improve the training program. I want to commend the work of the BPC Pilot Safety Committee for continued review of ladder safety as well as rest and fatigue issues. The Oil Transportation Safety Committee reviews and provides excellent feedback on the work of implementing ESHB 1578. The Vessel Exemption Committee has worked to develop a familiarization packet and has streamlined the exemption application process. Finally, the Diversity, Equity, and Inclusion Committee is being restructured to focus on outreach and recruitment of a diverse pool of aspirants for the next exam.

Finally, thank you to Executive Director Jaimie Bever, Program Analyst Bettina Maki, Training Program Coordinator Jolene Hamel, and Assistant Attorney General Albert Wang for their continued outstanding work in leading and supporting the BPC.



*Sheri J. Tonn*  
Chair, BPC

# Message from the Executive Director

Greetings and welcome to our 2022 Annual Report! We hope you enjoy this overview of state pilotage and the Washington State Board of Pilotage Commissioners.

Safety on the water continues to be a critical program of the BPC. 2022 was a dangerous year for pilots with multiple fatalities internationally during transfers. Work of the BPC in 2022 emphasized pilot transfer safety. See more about these efforts on page 6.

The Board also worked to amplify recreational boater awareness of the traffic separation scheme in Puget Sound, which is further described on page 37.

The Grays Harbor Pilotage District had a big year including the licensure of Captain Ryan Leo and expansion plans from their largest customer. See page 14 for more. The future in GH is bright!

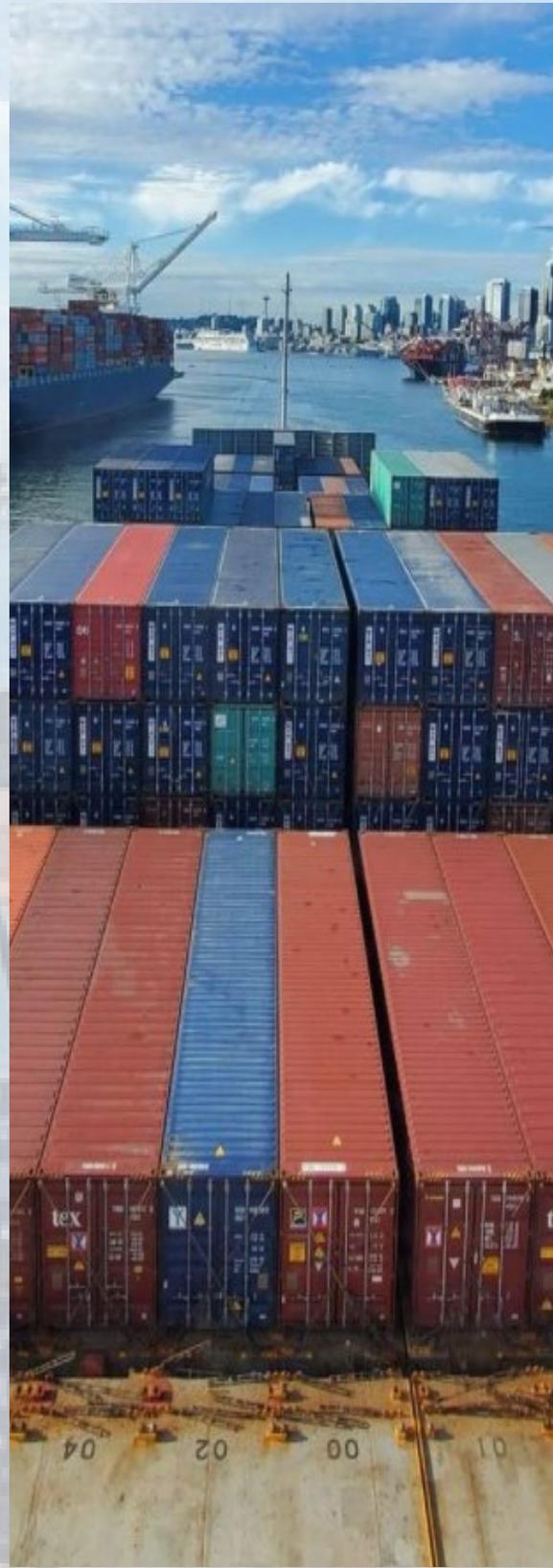
The BPC continued to be active participants and sponsors for several maritime diversity organizations and conferences including the Women Offshore 2022 Conference and Cal Maritime's Women in Maritime Leadership Conference. Learn more about our Diversity initiatives on page 25.

And work continued to implement the 2019 legislation ESHB 1578, improving oil transportation safety and preparation for 2025 rulemaking. See page 30 for more information.

Please enjoy this overview of our year! We welcome any feedback or questions.



*Jaimie C. Bever*  
Executive Director, BPC



# 2022 Overview and Activities

## Our Vision

Safe and efficient passage of foreign flag cargo, tanker, passenger, and recreational vessels through Washington State's inland waters.

## Our Mission

The mission of the Washington State Board of Pilotage Commissioners (BPC) is to ensure against the loss of lives, loss of or damage to property and vessels, and to protect the marine environment by maintaining efficient and competent pilotage service on our State's inland waters; and to not place in jeopardy Washington's position as an able competitor for waterborne commerce from other ports and nations of the world but rather to continue to develop and encourage such commerce.

## Our Values

Transportation Safety  
Environmental Stewardship  
Diversity, Equity, & Inclusion  
Integrity & Transparency

## Our Programs

Safety  
Diversity, Equity, & Inclusion  
Training & Licensing  
Investigation  
Regulation  
Public Service



## Board Meetings

Board meetings in 2022 were offered in a hybrid format: in-person or via MS Teams. There were twelve (12) Regular Monthly Meetings of the Board and zero Special or Emergency Meetings.

## Board Committees

The BPC has five advisory-only committees: the Trainee Evaluation Committee (TEC), Pilot Safety Committee (PSC), Diversity, Equity, & Inclusion Committee (DEIC), Oil Transportation Safety Committee (OTSC), and Vessel Exemption Committee (VEC). These committees met regularly throughout 2022.



Sunset view from the bridge.  
Image courtesy of Puget Sound Pilots.

# 2022 Overview and Activities

## Responsibilities

The Board develops and proposes language for legislative adoption to ensure safe and compulsory pilotage, adopts rules to administer State pilotage laws, and enforces pilot and public adherence to the Pilotage Act, which may include discipline and/or prosecution of violators. The Board also sets the number of pilots, administers testing, training, and licensing of marine pilots, and establishes standards for reporting and investigating incidents involving state-piloted vessels.

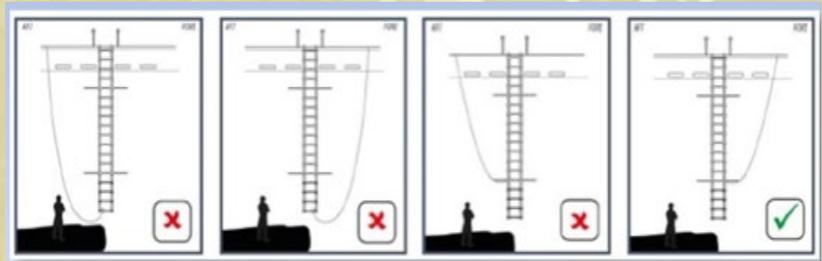
## Outreach and Engagement

### Cal Maritime Women in Maritime Leadership Conference

Cal Maritime's annual Women in Maritime Leadership Conference was held in early March, in person at their campus in Vallejo, CA. BPC Chair Sheri Tonn and PSP pilot Captain Trevor Bozina attended, representing Washington pilotage. The conference was well-attended by cadets and professional mariners with diverse panels and sessions on the agenda.

### Pilot Ladder Safety

Pilots too often encounter ladders and transfer arrangements that are not in compliance with [International Maritime Organization](#) safety standards. Puget Sound Pilots and the Port of Grays Harbor are now utilizing a reporting system to document dangerous ladders.



The information is shared with the U.S. Coast Guard to help inform safety inspections and is shared with pilots at the vessel's next port of call if deemed necessary for the safety of other pilots. The BPC's Pilot Safety Committee (PSC) also reviews the submissions and reports to the Board at regular monthly meetings. The Board issued [Safety Advisory Bulletin 21-01](#) regarding pilot ladder safety regulations, and on May 19, 2022, issued [Safety Advisory Bulletin 22-01](#) regarding rigging of pilot ladder retrieval lines. Retrieval lines must be rigged at or above the lower spreader and must lead forward so that the line does not risk becoming entangled with the pilot boat as it approaches from aft. If the line is snagged, the ladder can be pulled away from the ship's hull – an extremely dangerous situation for a pilot.

Noncompliant ladders have caused serious injury and death. For the safety of all pilots, it is imperative that identifying noncompliant ladders is a top priority. Puget Sound Pilots are leaders in pilot ladder safety initiatives. We thank them, and Captains Sandy Bendixen and Scott Anacker in particular, for their efforts!



Vessel at Husky Terminal in the Blair Waterway, Port of Tacoma. Image courtesy of Puget Sound Pilots.

# 2022 Overview and Activities

## Outreach and Engagement (Cont'd)

### Exemptions from Pilotage Announcement

In the Spring of 2022, the BPC conducted a campaign to spread the word about compulsory pilotage in Washington State to reach smaller foreign flag vessels that might not know about the process of obtaining a waiver from compulsory pilotage. BPC staff created a flyer, which was shared on the BPC's social media sites, in the BPC Pilotage Quarterly newsletter, online groups, and with Customs and Border Protection.

### Exam Announcement

The BPC announced in September 2022 that the next Washington State Marine Pilot Exam would be held in the Spring of 2024.

### Trip to the Port of Grays Harbor

In late September, the BPC took a road trip to Aberdeen and Westport to meet with Port of Grays Harbor administration, the two pilot trainees, and to ride the Port's newest pilot boat, VEGA. Big thanks to the Port for accommodating us! We are very excited for the future of pilotage in the Grays Harbor Pilotage District!

### Women Offshore Inclusion Summit

On August 3, the BPC participated in the first Women Offshore Inclusion Summit. This virtual event was the first event of its kind in the maritime industry to explore building belonging through policy and allyship. The agenda included the sessions *Drive Gender Balance*, *Creating & Sustaining an Inclusive Culture*, *Trauma Informed Response & Healing Inspired Leadership*, and *Becoming a Transformative Ally*. Women Offshore Founder Ally Cedeno and Executive Director Cassi Laskowski, introduced the well-attended event. Women Offshore continues to be at the forefront of diversifying the maritime industry. The BPC is proud to be their partner in this effort.



From left: BPC Pilot Rep Captain Sandy Bendixen, BPC Executive Director Jaimie Bever, BPC Chair Sheri Tonn, BPC Pilot Rep Captain Mike Anthony, GH pilot trainee Captain Colby Grobschmit, and GH pilot trainee Captain Ryan Leo aboard pilot boat VEGA.



Women Offshore founder Ally Cedeno (left) and Executive Director Cassi Laskowski (right). Courtesy of Women Offshore.



Night view of the Seattle skyline while inbound. Image courtesy of Puget Sound Pilots.

# 2022 Overview and Activities

## Outreach and Engagement (Cont'd)

### **Maritime Blue – State of the Blue**

BPC Executive Director Jaimie Bever attended Washington Maritime Blue's State of the Blue event on Friday, August 12, 2022. It took place at Maritime Blue's Fisherman's Terminal offices, called the Blue Hub. The event provided an overview of the very active year for Blue. The BPC joined Maritime Blue as a government member in 2021.

### **WISTA Townhall – Women at the Helm**

On September 7, Women in Shipping and Trade Association (WISTA) held a virtual town hall titled Women at the Helm to discuss leadership for women in the maritime industry. Panelists included Captain Zeita Merchant, USCG Commander, New York Sector, Washington State's own Patty Rubstello, Assistant Secretary Washington State Ferries, and Dorothea Ioannou, American P&I Club,



*Image courtesy of WISTA.*

### **Vessel Traffic Service (VTS) 50<sup>th</sup> Anniversary**

The BPC was honored to attend a celebration of the USCG Sector Puget Sound's Vessel Traffic Service (VTS) 50th anniversary on September 23, 2022. The partnership between VTS and pilots in Puget Sound is crucial for safe waterway transits. We thank them for all their work and look forward to the next 50 years!

### **Women Offshore 2022 Conference**

The 5<sup>th</sup> Annual Women Offshore Conference occurred October 7-14, 2022. During the week, attendees from around the world came together in-person and virtually to hear from keynote speakers and panel discussions focused on empowering others under the conference's theme Lift as You Climb. There were a total of 340 attendees, 37 speakers, and 27 sessions.



*Image courtesy of WISTA.*

Countries represented included Ghana, Liberia, Nigeria, Croatia, Brazil, Denmark, Korea, Jamaica, Turkey, the U.S., and Canada.

The BPC was pleased to have the opportunity to sponsor this conference again.

### **Maritime Industry Economic Forecast Breakfast and Marine Expo**

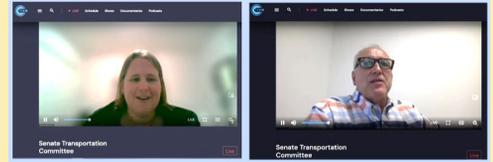
The 2022 Marine Expo kicked off on November 17 with the Maritime Industry Economic Forecast Breakfast sponsored by the Seattle Propeller Club. BPC Chair Sheri Tonn, Executive Director Jaimie Bever, and Commissioner Eleanor Kirtley attended. Afterward, they handed out information regarding the upcoming marine pilot exam and boater safety to booth operators at the Marine Expo.



*Grays Harbor Pilot Trainee Captain Ryan Leo (left) prepares to board a vessel via the pilot ladder. Image courtesy of the Port of Grays Harbor.*

# 2022 Legislation and Rulemaking

There were no legislative bills concerning the BPC in 2022. The BPC's newest commissioners, Captain Sandy Bendixen, Puget Sound Pilots, and Captain Mike Ross, Westwood Shipping Lines, testified remotely before the Senate Transportation Committee (STC) on January 20 and were confirmed in STC executive session on January 27. BPC's public representatives Timothy J. Farrell and Captain Jason Hamilton also received confirmations of their reappointments to the Board in January.



*From left: Captain Sandy Bendixen, PSP. and Captain Mike Ross, Westwood Shipping Lines, testify during the confirmation hearing on January 20, 2022. Image courtesy of TVW.*

Hearing Date	Rule	Description
01/20/2022	WAC 363-116-301 New Revenue Collection	To comply with legislative intent, through the passage of Substitute Senate Bill 5165, which stipulates certain conditions in order for the BPC to receive state appropriation from the pilotage account solely for self-insurance liability premium expenditures. This revised rule defines the stipulated conditions.
01/20/2022	WAC 363-116-078 Training Program Emergency Rule	To minimize the risk of introducing vectors of COVID-19 exposure onto a vessel or to pilot trainees, the BPC may suspend or adjust the pilot training program and may allow trainees to receive the maximum stipend during a training program suspension or adjustment.
03/17/2022	WAC 363-116-081 Rest Period Emergency Rule	To revise types of pilotage assignments subject to the requirement for 10 hours rest with the opportunity for 8 hours of sleep after completion of an assignment. Puget Sound Pilots (PSP) recently approved several measures to increase dispatching efficiency and pilot availability while observing State mandated rest rules. One of those measures is to allow a pilot to be dispatched to multiple assignments as long as the combined duration of the assignments does not exceed 13 hours. This rulemaking initiative is to consider and codify that change.
05/19/2022	WAC 363-116-078 Training Program Emergency Rule	To minimize the risk of introducing vectors of COVID-19 exposure onto a vessel or to pilot trainees, the BPC may suspend or adjust the pilot training program and may allow trainees to receive the maximum stipend during a training program suspension or adjustment.
06/21/2022	WAC 363-116-081 Rest Period	To revise types of pilotage assignments subject to the requirement for 10 hours rest with the opportunity for 8 hours of sleep after completion of an assignment. Puget Sound Pilots (PSP) recently approved several measures to increase dispatching efficiency and pilot availability while observing State mandated rest rules. One of those measures is to allow a pilot to be dispatched to multiple assignments as long as the combined duration of the assignments does not exceed 13 hours. The Board adopted these changes via Emergency Rule at the Regular Meeting in March. This rulemaking initiative is to consider and codify that change.
09/15/2022	WAC 363-116-078 Training Program Emergency Rule	To minimize the risk of introducing vectors of COVID-19 exposure onto a vessel or to pilot trainees, the BPC may suspend or adjust the pilot training program and may allow trainees to receive the maximum stipend during a training program suspension or adjustment.
10/20/2022	WAC 363-116-082 Limitations on New Pilots	To revise the pilot license upgrade programs in both the Puget Sound and Grays Harbor Pilotage Districts to better align with statutory rest rules and changes in vessel traffic. The Board seeks to ensure that upgrading pilots are gaining the necessary experience with larger vessels as they progress through their first five years of piloting while also maintaining best practices in fatigue mitigation and reducing stress on the pilot corps.

# 2022 Pilotage Activity in Puget Sound

In 2022, Puget Sound Pilots had a total of 7482 revenue producing assignments, of which 7319 were actual moves and 163 were cancellations. In addition, there were 1343 reported repositions. A reposition is when a pilot is dispatched to/from the Port Angeles Pilot Station to accommodate imbalance between arrivals in Port Angeles and departures from Seattle.

The average number of active full-time pilots was 51 not including the president, who acts as a full-time administrator (see page 20 for roster of Licensed Pilots). The Board has authorized 56 pilots for the Puget Sound District. The average number of assignments per pilot per month in 2022 was 12.2 or 146.7 assignments per year. A number of these assignments were completed by calling a pilot back from respite.

Figure 1

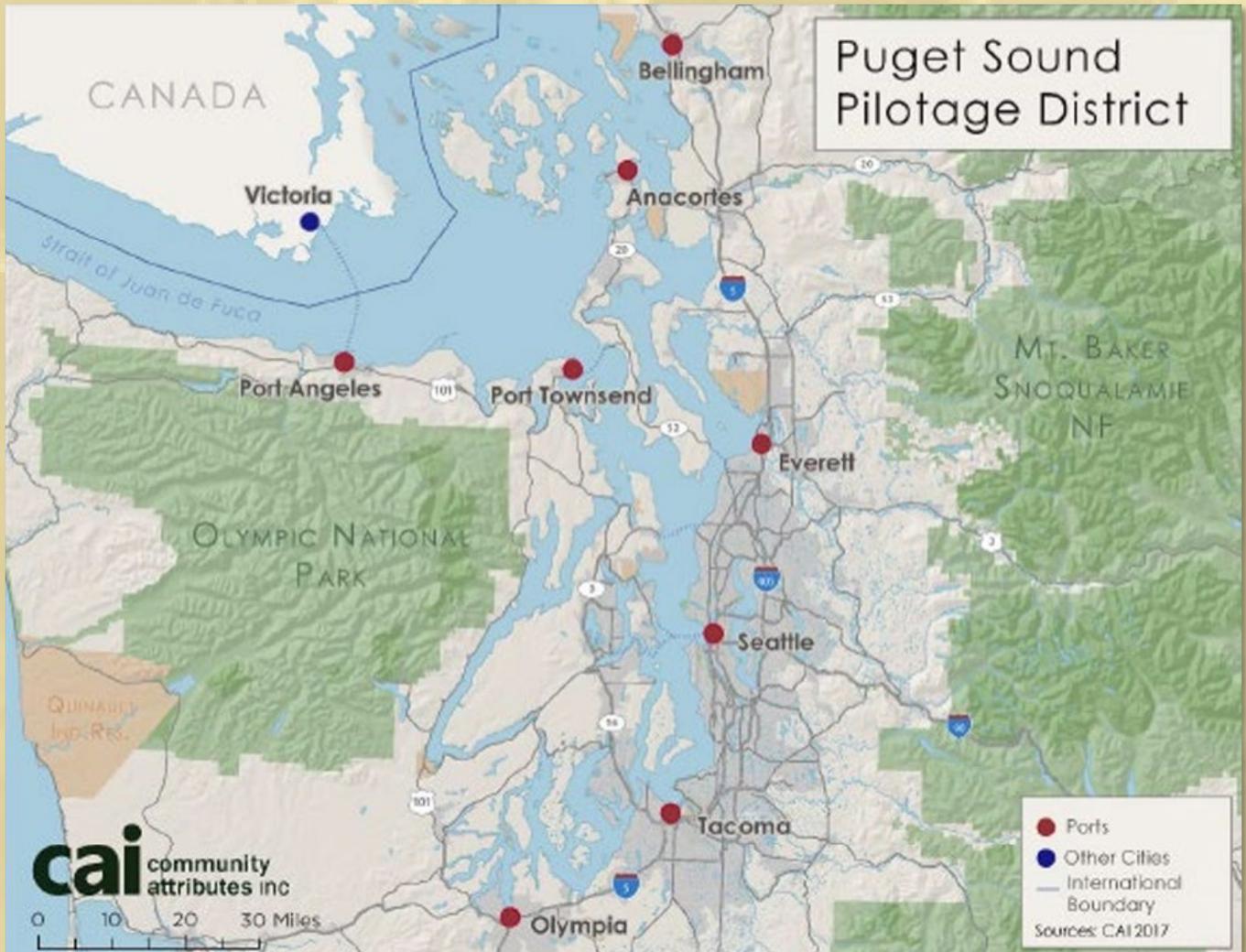
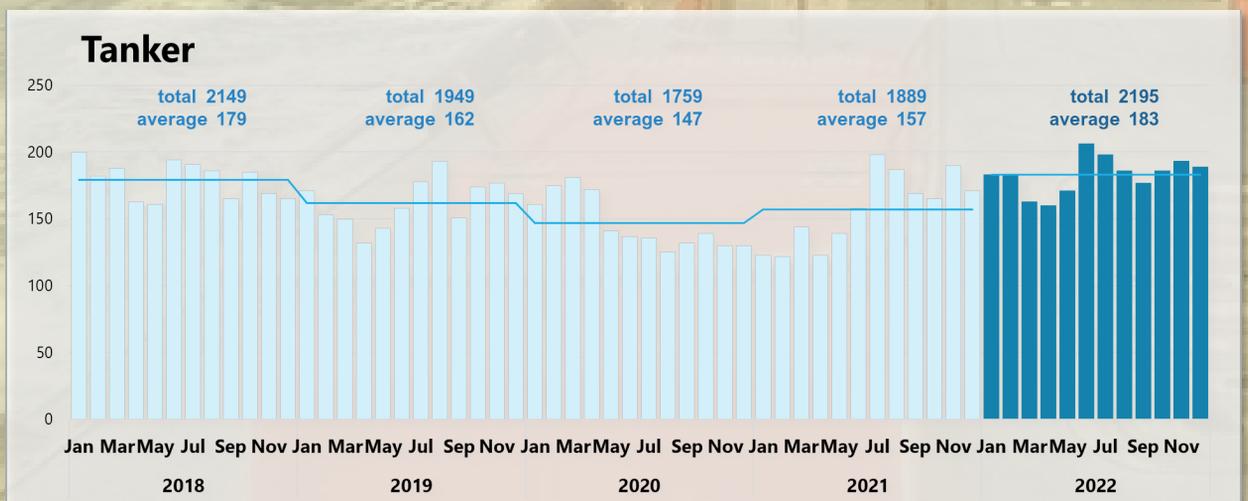
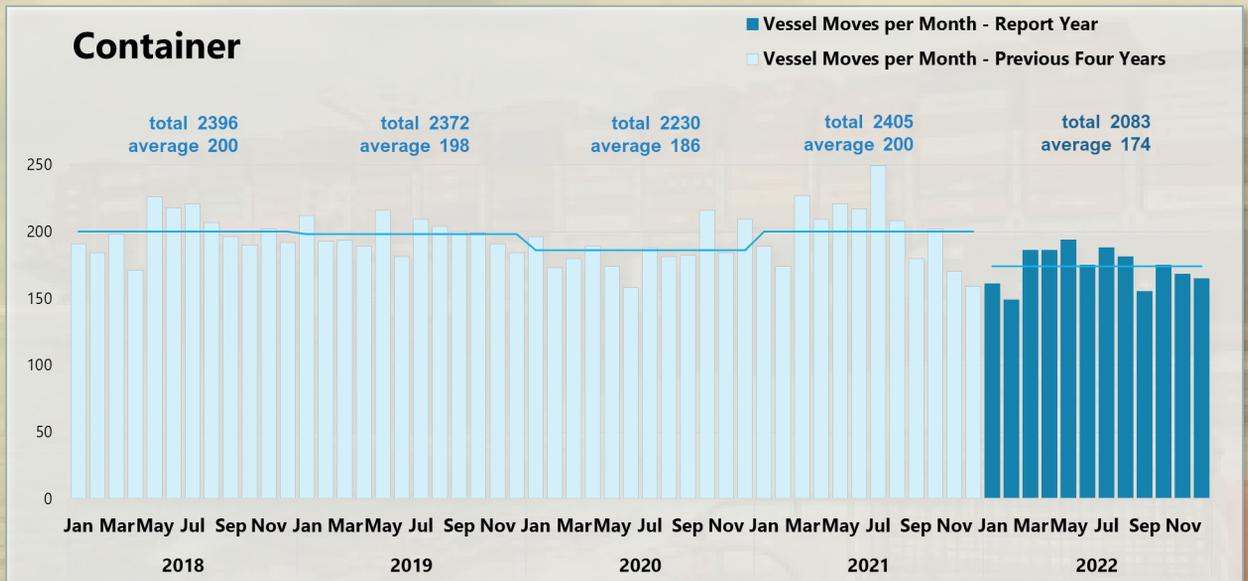


Figure 1 – Map: CAI Community Attributes, Inc., WA State Pilotage Final Report and Recommendations, January 1, 2018.

*Puget Sound pilot Captain Trevor Bozina and pilot trainee Captain Larry Holland aboard outbound from the Port of Seattle. Image courtesy of Puget Sound Pilots.*

# 2022 Pilotage Activity in Puget Sound

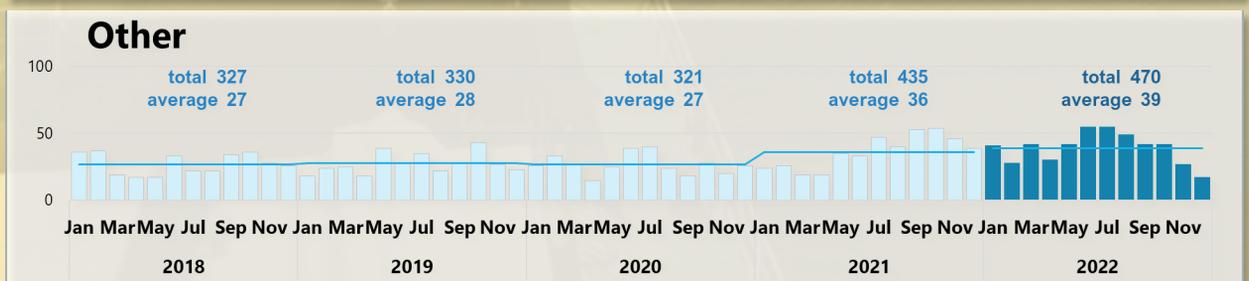
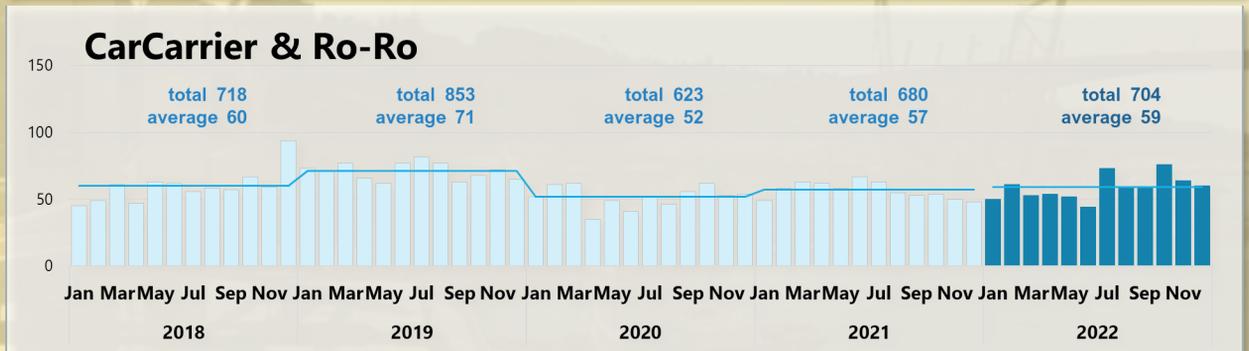
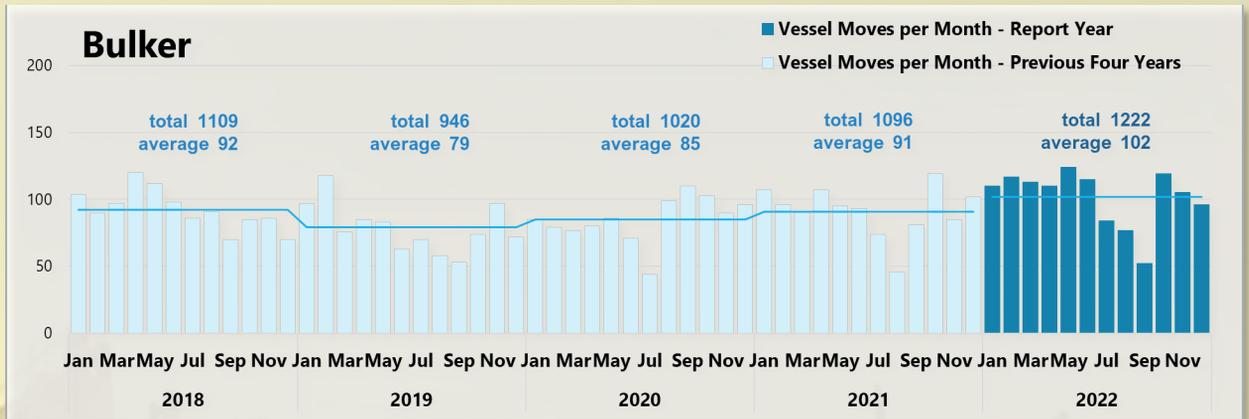
In 2022, containership traffic in Puget Sound decreased by 13%, to an average of 174 vessel moves each month, and for the first time ever petroleum tankers kept pilots busier than containerships. Hay and forage continued to be the top containerized export by volume, comprising 28% of the 535K TEUs exported to other nations. The top three destinations for this valuable crop were Japan (67K TEUs), South Korea (40K TEUs) and China (33K TEUs).<sup>1</sup> Cruise ship traffic rebounded to a new high in 2022, after being completely eliminated in 2020. Careful COVID prevention protocols allowed the industry to protect passengers and crew (and pilots) and safely meet the pent-up demand for travel.<sup>2</sup>



1. NW Seaport Alliance Annual Trade Report for 2022. <https://www.nwseaportalliance.com/about-us/cargo-statistics>.
2. Port of Seattle Newsroom. <https://www.portseattle.org/news/2022-cruise-season-supports-economic-recovery-record-passengers-and-partnership-worlds-first>.

Captain Mike Anthony after disembarking from container ship YANG MING in Port Angeles, WA. Image courtesy of Puget Sound Pilots.

# 2022 Pilotage Activity in Puget Sound



Completing a turn in the Duwamish Waterway. Image courtesy of Puget Sound Pilots.

# 2022 Pilotage Activity in Grays Harbor

In 2022, the Port of Grays Harbor had a total of 173 piloting assignments (including 3 cancellations), resulting from 63 vessel arrivals. There was one active full-time pilot for most of the year until mid December when a second pilot was licensed after completing the training program (see page 20 for roster of Licensed Pilots). The Board has authorized 3 pilots for the Grays Harbor District. A third pilot began training in July 2022.

The average number of assignments per month in 2022 was 13.6 for the pilot who was licensed the entire year.

Figure 1



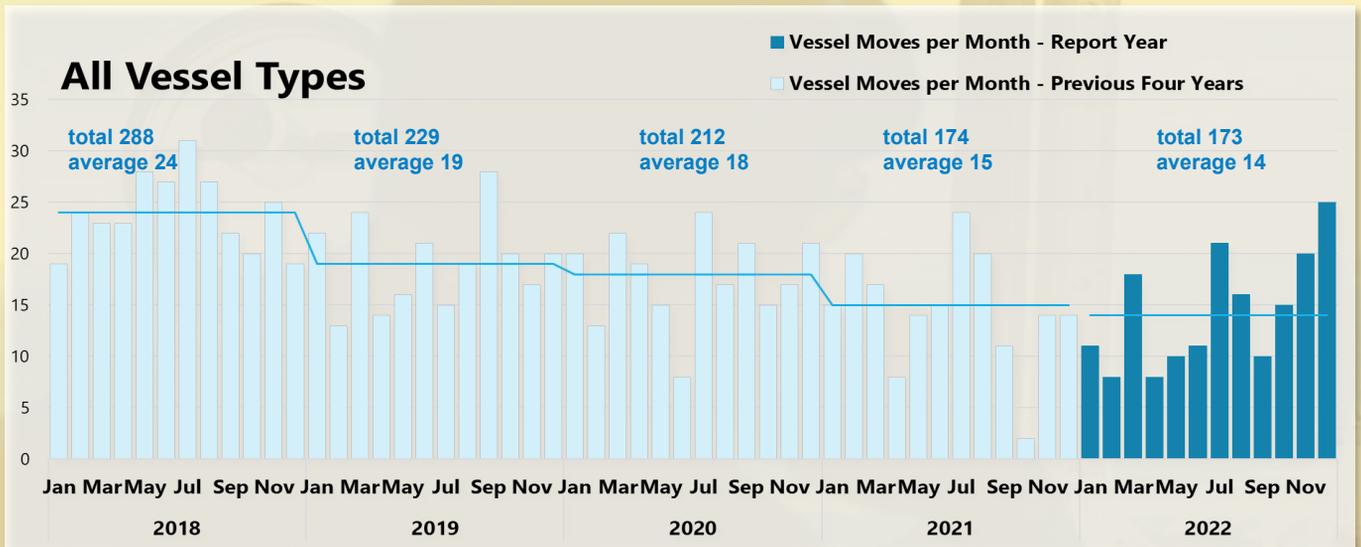
Figure 1 – Map: CAI Community Attributes, Inc., WA State Pilotage Final Report and Recommendations, January 1, 2018.

*Historical photo of the Port of Grays Harbor, which began operations in 1911. Image courtesy of Port of Grays Harbor.*

# 2022 Pilotage Activity in Grays Harbor

In February 2022, the Port's largest customer, AGP, announced plans for a new soybean processing plant in Nebraska, which is expected to become operational in 2025 and will bring greater volumes of dry bulk cargo through Grays Harbor to customers in Asia. In 2022 the top destination for the Port's dry bulk exports was the Philippines, receiving about 83%.<sup>1</sup>

In April 2022, the permanent dry bulk ship loader was delivered. Installation at Terminal 2 was completed in two months and the loader became operational in June 2022, achieving record volumes. Two temporary loaders had been in use since November 2021 after the previous ship loader boom had collapsed in September 2021.



In November 2022, the Port of Grays Harbor was awarded a \$25.5 million grant through the U.S. Department of Transportation's Maritime Administration's (MARAD) Port Infrastructure Development Program (PIDP) to expand and redevelop Terminal 4. This project includes constructing an additional 50,000 feet of rail to accommodate unit trains; railcar storage; the repurposing of a 50-acre brownfield site into a breakbulk cargo handling and laydown area; access and roadway improvements; replacement of marine terminal fendering systems; and related site improvements. MARAD awarded \$703 million to 41 projects including \$71 million to only 5 ports in Washington. The Grays Harbor Terminal 4 project was also called out in a press release from the Biden-Harris Administration.

The Board has authorized 3 pilots for this district. In February 2022, Captain Ryan Leo began the training program under the guidance of Captain Robert D'Angelo and became a licensed Grays Harbor pilot in December 2022. Another pilot trainee, Captain Colby Grobschmit, started in July 2022 and was licensed in early 2023.



1. United States Department of Agriculture Port Profiles by Partner Country <https://agtransport.usda.gov/Ocean/Port-Profiles-By-Partner-Country/v58g-swkr>

Port of Grays Harbor pilot Captain Bobby's D'Angelo on the bridge of bulker BOLHOL ISLAND. Image courtesy of the Port of Grays Harbor.

# BPC Board, Expenses, and Revenue

Board Members (as of 12/31/2022)

Position	Name		Appointed	Term Expiration
*Chair	Sheri Tonn		01/01/2016	N/A
**Pilot	Sandy Bendixen		09/21/2021	12/26/2024
**Pilot	Mike Anthony		01/19/2018 01/08/2021	12/26/2020 12/26/2023
**US Flag Shipping	Andrew Drennen		01/15/2021	12/26/2023
**Foreign Flag Shipping	Mike Ross		06/29/2021	12/26/2024
**Public	Timothy J. Farrell		01/01/2019 04/30/2021	12/26/2020 12/26/2024
**Public	Jason Hamilton		01/03/2020 01/14/2022	12/26/2021 12/26/2025
**Marine Environment	Eleanor Kirtley		01/28/2016 02/06/2019	12/26/2018 12/26/2026
***Ecology	Nhi Irwin		06/22/2021	N/A



- \* Designee of the Asst. Secretary of WSDOT Ferries Division
- \*\* Gubernatorial Appointment for 4-year Terms
- \*\*\* Designee of the Director of the Department of Ecology

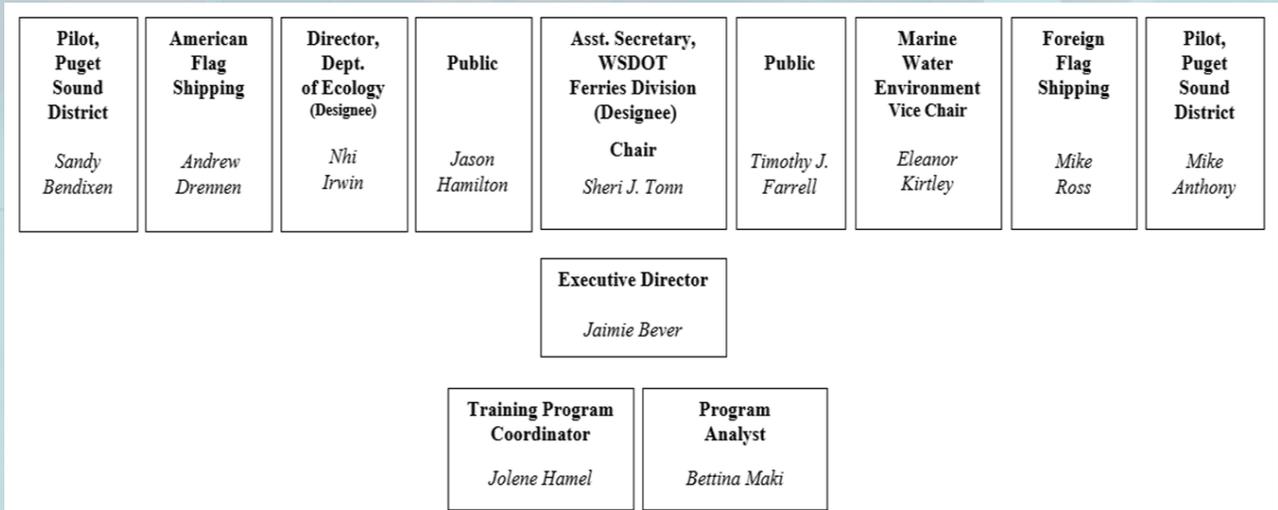
*From left: Commissioner Tim Farrell, Chair Sheri Tonn, Executive Director Jaimie Bever, Commissioner Mike Anthony, Commissioner Sandy Bendixen, and newly licensed Grays Harbor Pilot Captain Ryan Leo during the December meeting of the Board at the Port of Grays Harbor in Aberdeen, WA.*

# BPC Board, Expenses, and Revenue

BPC Staff (as of 12/31/2022)

Position	Name	Appointed	Term Expiration
Executive Director	Jaimie Bever 	11/02/2015	N/A
Training Program Coordinator	Jolene Hamel 	09/01/2017	N/A
Program Analyst	Bettina Maki 	11/01/2019	N/A
Assistant Attorney General	Albert Wang 	05/01/20217	N/A

\*Organizational Chart (as of 12/31/2022)



**\*The BPC's Organizational Chart is further described in Chapter 88.16.010 RCW, Pilotage Act.**

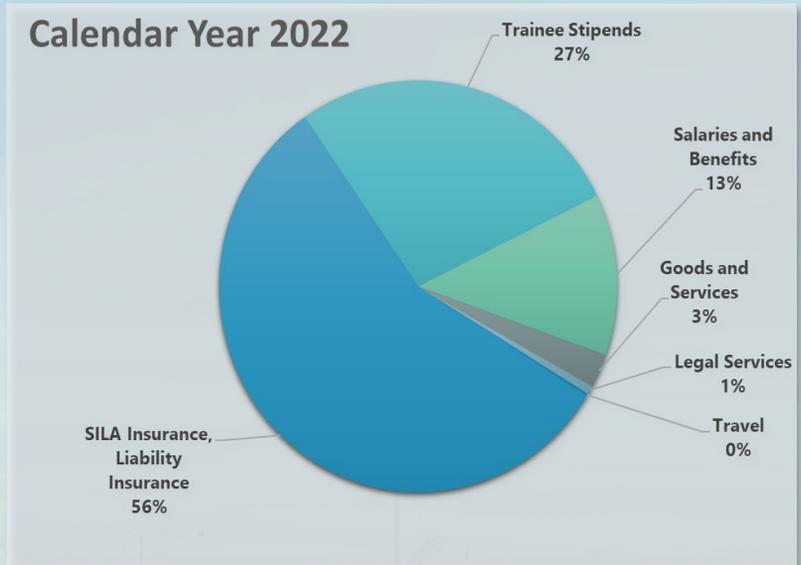
*BPC Training Program Coordinator Jolene Hamel during a trip to the Port Angeles Pilot Station and a ride on a pilot boat accompanied by Puget Sound Pilot and BPC Pilot Safety Committee member Captain Scott Anacker.*

# BPC Board, Expenses, and Revenue

## BPC Expenses

*Notes:*

1. SILA contributions were a result of SSB 5165, which stipulated certain conditions for the Board to receive a fund transfer from the State Multimodal Transportation Account solely for self-insurance liability premium expenses.
2. Pilot trainee stipends are funded by a tariff surcharge set by the UTC and paid to each trainee at a monthly rate of \$8,000. The number of trainees in the program fluctuates throughout the year as trainees become licensed and new trainees begin.
3. In 2022, Board staff included 3 full-time employees (FTEs). Category also includes per diem BPC commissioners.
4. Goods and Services in 2022 included supplies & materials, PPU rentals and training, software maintenance for the BPC website and pilot training software, membership to the Marine Exchange of Puget Sound/NW Maritime Advisory Service, and Department of Enterprise Services Small Agency Support (HR, Finance, Facilities).
5. Travel costs in 2022 remain significantly reduced due to the pandemic and use of online meetings but included commissioner mileage and parking reimbursement for any in-person meetings; hotel, airfare and per diem for Chair and Executive Director attendance at Women In Maritime Leadership conference in California and meetings with other pilotage districts; and reimbursement for Executive Director and Chair legislative meetings/hearings in Olympia.



BPC Expenditures	Amount
SILA Insurance, Liability Insurance <sup>1</sup>	\$ 1,618,725
Trainee Stipends <sup>2</sup>	785,200
Salaries and Benefits <sup>3</sup>	363,971
Goods and Services <sup>4</sup>	75,794
Legal Services	19,576
Travel <sup>5</sup>	3,897
<b>TOTAL</b>	<b>\$ 2,867,162</b>



A foreign flag yacht works its way through the Hiram H. Chittenden Locks, under the command of a pilot. Image courtesy of Puget Sound Pilots.

# BPC Board, Expenses, and Revenue

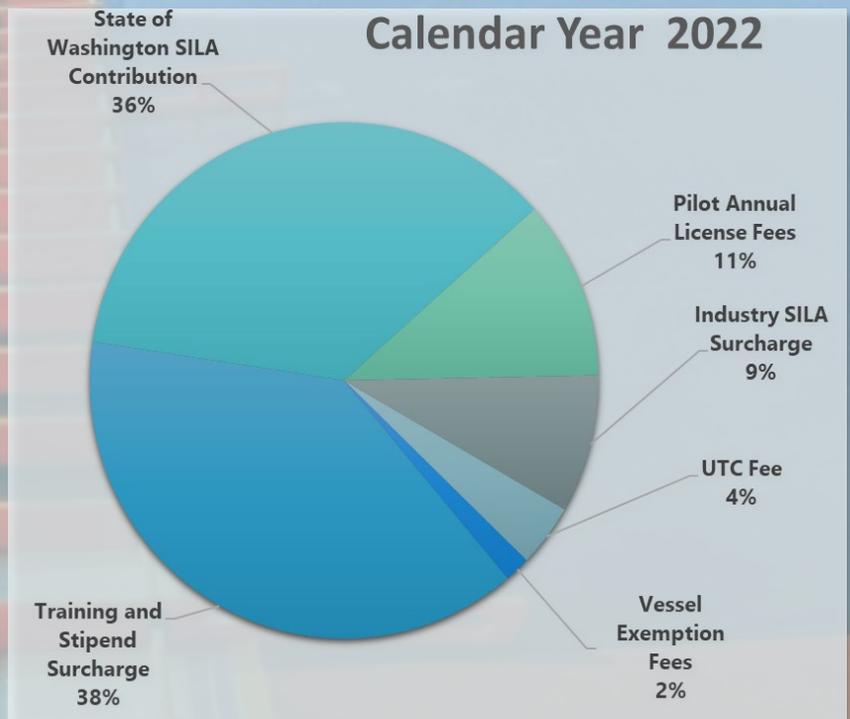
## BPC Revenue

### Notes:

The Board of Pilotage Commissioners is an appropriated agency with operating revenue derived exclusively from pilot license fees and other ancillary fees as authorized in [Chapter 88.16 RCW](#).

The Board's biennial budget was approved by the Washington State Legislature during the 21/23 budget bill session in 2021. The Board received additional funds through a supplemental budget request in 2022.

Pilot trainee stipends were funded by a tariff surcharge set by the Utilities and Transportation Commission (UTC) and paid to each trainee at a monthly rate of \$8,000 if the stipulations in [WAC 363-116-078\(10\)](#) were met. The balance from the training surcharge after stipends were paid to trainees was used for funding the training program, trainee equipment, and legal fees.



BPC Revenue Sources 2022	Amount
Training and Stipend Surcharge	\$ 1,202,871
State of Washington SILA Contribution	1,125,000
Pilot Annual License Fees	351,000
Industry SILA Surcharge	270,064
UTC Fee	123,336
Vessel Exemption Fees	50,600
<b>TOTAL</b>	<b>\$ 3,122,871</b>



Pilot's view looking up at the Jacob's Ladder. Image courtesy of Puget Sound Pilots.

# Licensed Pilots (as of 12/31/2022)

Puget Sound District		
License	Captain	Years
183	Anacker, Scott	10
184	Anthony, Michael	10
201	Bendixen, Sandy	4
221	Bostick, Mark	<1
181	Bouma, Blair	11
208	Bozina, Trevor	2
179	Brusco, David	12
164	Bujajcich, Jack	16
186	Carley, Warren (Bud)	9
165	Carlson, Ivan	16
195	Carstensen, James	7
191	Coleman, Scott	8
189	Coryell, Tom	9
220	Ekelmann, Robert	<1
192	Galvin, Jamie	8
215	Gartner, Ryan	1
202	Grieser, Ken	3
169	Grobschmit, David	15
175	Hannuksela, Jim	14 *
212	Hannuksela, Matt	2
197	Henderson, J. David	5
199	Hunter, Phil	5
193	Jensen, Brian	8
170	Kalvoy, Jostein	15
182	Kearns, James	10
196	Kelleher, Neil	6
167	Kelly, Pat	16
172	Klapperich, Eric	14
214	Knutsen, Severin	1
206	Kridler, Keith	3
194	Lowe, Brad	7

Puget Sound District continued		
License	Captain	Years
218	Mann, Peter	<1
213	McGourty, Neil	2
203	McGrath, Travis	3
207	Melin, David	3
219	Michael, Eric	<1
210	Miller, J. Matt	2
216	Moore, Nicholas	1
178	Moreno, Stephan	13 *
200	Myers, Rod	5
125	Newman, Alec	34
205	Ninburg, E. Pat	3
198	Rounds, Christopher	5
180	Scragg, John	12
204	Seamans, Adam	3
156	Semler, Joe	22
174	Semler, Steve	14
177	Seymour, Larry	13
211	Siddell, Joe	2
166	Sliker, William	16
122	Soriano, Don	36
217	Stewart, Andrew	<1
176	Thoreson, George	14
209	Velarde, Pete	2
148	vonBrandenfels, Eric	27
Licensed pilots 12/31/2021:		50
Pilots retired in 2022:		2
Pilots licensed in 2022:		5
Licensed pilots 12/31/2022:		53

Grays Harbor District		
License	Captain	Years
15	D'Angelo, Robert	29
18	Leo, Ryan	<1
Licensed pilots 12/31/2021:		1
Pilots retired in 2022:		0
Pilots licensed in 2022:		1
Licensed pilots 12/31/2022:		2



# Exam, Training Program, & Licensure

## Pilot Exam

The Washington state pilot exam is offered at least every four years, and more often if projected vessel activity exceeds the expected capacity of projected licensed pilots plus trainees as they complete the licensing process.

In the exam process, applicants are identified only by a number, which is set by an independent third party. This ensures that ethnicity and gender, if voluntarily provided, as well as applicant scores, are not associated with a person's name. Only after the list of successful applicants is published is any information about individual applicants revealed to the BPC (and the public). Even then, personally identifying information is limited to what can be garnered by an individual's name.

The exam process consists of two phases – a multiple choice Written Exam and Simulator Evaluation. Those applicants successful in the written phase advance to the Simulator Evaluation phase. The Board sets the cut scores for both the Written Exam and Simulator Evaluation in conformance with a psychometrically validated process. A ranked waiting list of the top candidates is then established from the combined results of both phases of the exam. The next exam will be held in the Spring of 2024.

## 2021 Pilot Exam – Waiting List and Licensure Status

#	Captain	District	Training Start	Licensed
1	Stephen Scott	Puget Sound	02/01/2022	Currently training
2	Mitchell Hetterle	N/A	N/A	Withdrew from list
3	William Kelly	Puget Sound	04/01/2022	Currently training
4	Michael Mancini	Puget Sound	04/01/2022	Currently training
5	George Fleischfresser	Puget Sound	10/01/2022	Currently training
6	Billie Sturgell	Puget Sound	10/01/2022	Currently training
7	Ryan Leo	Grays Harbor	07/06/2022	12/15/2022
8	Joel Michaelson	Puget Sound	Waiting	TBD
9	Colby Grobschmit	Grays Harbor	08/01/2022	04/20/2023
10	Harlow Wood	Puget Sound	Waiting	TBD
11	Nicholas Sabbath	Puget Sound	Waiting	TBD



*Puget Sound Pilot Trainees (from left) Captains Matt Cassee, Larry Holland, Stephen Scott, and Kevin Riddle during a live tether training exercise with Polar Tankers in Port Angeles, WA. The Board appreciates Conoco Phillips and Foss for allowing BPC pilot trainees onboard for this training. Image courtesy of Puget Sound Pilots.*

# Exam, Training Program, & Licensure

## 2018 Pilot Exam – Waiting List and Licensure Status

#	Captain	District	Training Start	Licensed
1	Matt Hannuksela	Puget Sound	03/15/2019	11/20/2020
2	Kahai Wodehouse	Grays Harbor	02/12/2019	Resigned from training
3	Neil McGourty	Puget Sound	04/01/2019	11/28/2020
4	Severin Knutsen	Puget Sound	04/01/2019	02/04/2020
5	Eric Michael	Puget Sound	10/01/2019	06/21/2022
6	Ryan Gartner	Puget Sound	10/01/2019	09/28/2021
7	Nick Moore	Puget Sound	03/01/2020	11/18/2021
8	Robert Ekelmann	Puget Sound	03/01/2020	08/01/2022
9	Andrew Stewart	Puget Sound	03/01/2020	03/17/2022
10	Mark Bostick	Puget Sound	10/01/2020	09/06/2022
11	Peter Mann	Puget Sound	10/01/2020	05/25/2022
12	Larry Holland	Puget Sound	10/01/2020	03/16/2022
13	Kevin Riddle	Puget Sound	03/01/2021	05/18/2022
14	Forest McMullen	Puget Sound	10/15/2019	Training program ended
15	William Benedict	N/A	N/A	Withdrew from list
16	Matthew Cassee	Puget Sound	03/01/2021	Currently training

## Pilot Training Program

The Training Program is developed pursuant to Revised Code of Washington (RCW) 88.16.090 and is based on the appropriate provisions of the Washington Administrative Code (WAC) 363-116-078. The goal of the Training Program is to impart the means to demonstrate that a trainee can safely, effectively, consistently and independently pilot vessels in the assigned district, which are the standards set in WAC 363-116-080. The BPC evaluates performance to determine whether the trainee has been consistently successful in completing the elements of the program.

The criteria the BPC will follow in issuing or denying a license include but are not limited to: performance in the Training Program; piloting, ship handling and general seamanship skills;



*The goal of the Training Program is to impart the means to demonstrate that a trainee can safely, effectively, consistently, and independently pilot vessels in the assigned district.*

*Puget Sound Pilot Captain Larry Seymour on the bridge of a vessel with the crew. Image courtesy of Puget Sound Pilots.*

# Exam, Training Program, & Licensure

## Pilot Training Program (Cont'd)

local knowledge; bridge presence and communication skills; and the ability to function independently and safely without extensive coaching or interventions. Trainees are expected to bring significant maritime experience to the process. It is not the purpose of the Training Program to teach basic shiphandling or other fundamental elements of piloting. The Training Program is intended to improve piloting skills to the level needed to become a superior shiphandler and safely pilot in the Puget Sound and/or Grays Harbor Pilotage Districts, therefore it is designed to be comprehensive, demanding, and at times difficult.

Once successful candidates are called into the Training Program, they begin training on a rigorous full-time schedule. They must resign from current employment. Normally trainees were paid the \$8,000 monthly stipend based on number of trips. Due to limited training opportunities during COVID, previous minimum monthly training requirements were suspended.

The Training Program consists of: Observation, Training, and Evaluation. Observation is aimed at familiarization of different locations, piloting styles, and types of vessels. Training provides the trainee with hands-on experience. Trainees are required to take local knowledge quizzes, also called Conning Quizzes, before they are permitted to take over the navigational duties on the bridge of a ship. Evaluation provides an opportunity for the trainee to make evident to the BPC that their performance demonstrates they have developed the requisite professional skills for licensing. The trainees are supervised by licensed pilots, who have completed Train-the-Trainer courses provided by the BPC.

Throughout the Training Program, the trainees are called before the BPC's Trainee Evaluation Committee (TEC) for discussion and review of their progress. The TEC gives updates on all trainees to the Board at monthly meetings. Prior to licensure, the "First Class Pilot of vessel of unlimited tonnage upon Puget Sound and all connecting inland waters, include the waters of Haro Strait, Boundary Pass and Strait of Georgia" endorsement must be on their U.S. Coast Guard Merchant Mariner Credential. To accomplish this, trainees must pass the USCG exam, successfully replicate the navigational chart, and write a comprehensive route description for each of the twenty-four separate areas of Puget Sound. The USCG grades some portions locally, and the overall approval for endorsement of each area is reviewed and issued by the National Maritime Center (NMC) in West Virginia.



*Trainees are expected to bring significant maritime experience to the process. It is not the purpose of the Training Program to teach basic shiphandling or other fundamental elements of piloting.*

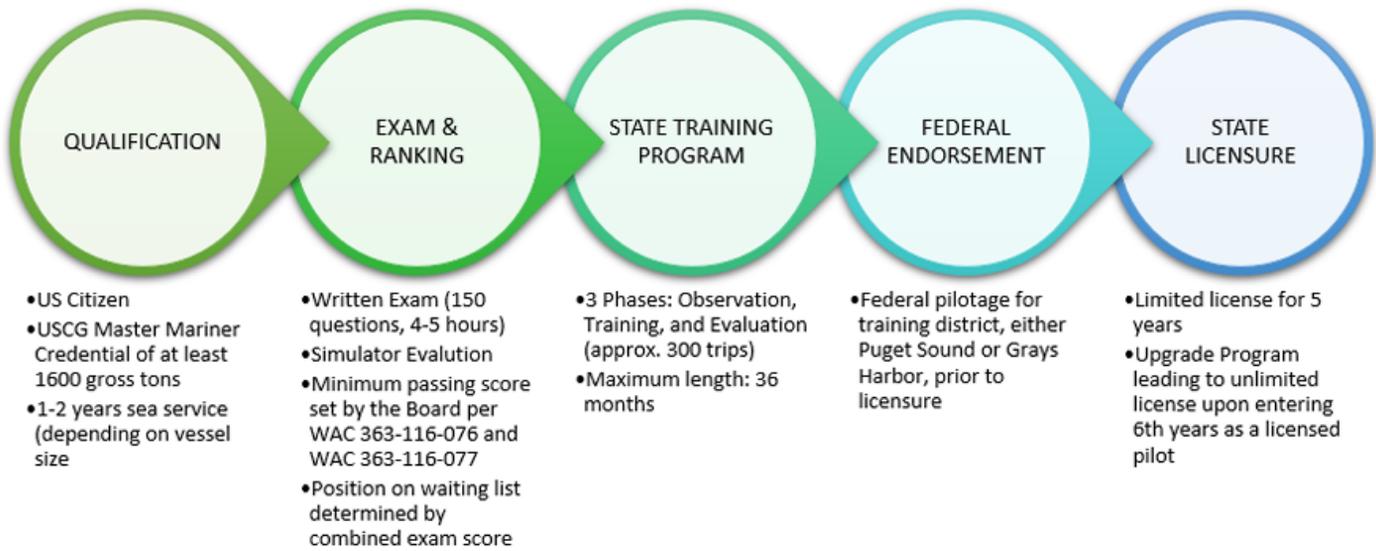
*Newly licensed Puget Sound pilots take part in simulation exercises in a simulator at MITAGS West. Image Courtesy of Puget Sound Pilots.*

# Exam, Training Program, & Licensure

## Pilot Training Program (Cont'd)

Once a trainee successfully completes the program within the pilotage district of choice, and the Board determines that a trainee has been consistently successful in demonstrating the requisite skills and knowledge, and a position is available in their district of choice, the trainee will be considered by the Board for state licensing.

The BPC is committed to providing professional, equitable, and highly specialized exam and training experience for all qualified mariners to reach the pinnacle of the maritime profession: pilot.



*The path to become a licensed maritime pilot in Washington state is a multi-step process consisting of qualification, examination training, and finally licensure.*

*The BPC is committed to providing professional, equitable, and highly specialized exam and training experience to qualified mariners.*



*Puget Sound Pilot Captain Steven Moreno, who retired in 2022, discusses navigation with cadets aboard Cal Maritime's training ship GOLDEN BEAR. Image courtesy of Puget Sound Pilots.*

# Diversity, Equity, & Inclusion

## Overview

The Washington State Board of Pilotage Commissioners (BPC/Board) is committed the objectives of diversity, equity, and inclusion among pilot trainees and pilots licensed by the Board. Our vision aligns with the Washington State Office of Equity created by the legislature in 2020. The Board welcomes and explores new ideas and creative solutions. This is the eighth year of including a report on diversity initiatives in the BPC's Annual Report and we will continue to pursue diversity, equity, and inclusion in the pilotage pipeline, and among state licensed pilots.

In 2022, the BPC continued to connect with a diverse population of mariners as well as to provide an open forum for pilot aspirants to ask questions and get an in depth look at the pilot exam, training, and post training experience. Information about these initiatives are described in this report.

The BPC transitioned the BPC/PSP Joint Diversity Committee (JDC) to the Diversity, Equity, and Inclusion Committee (DEIC) in 2022. This committee continues to examine barriers and implement measures to attract a diverse pool of candidates toward a career as a licensed marine pilot in Washington State.

The BPC is charged with ensuring qualified pilotage in Washington State. Throughout the history of pilotage, the seafaring profession has been comprised primarily of White males. The BPC is committed to broadening the pool of candidates for licensure and attracting a more diverse workforce of qualified candidates, beginning at the pipeline to professional mariner careers.

The Board's DEIC continues to research and consider potential barriers faced by a broad range of the community to becoming a maritime pilot. The Committee's primary focus is engaging with and recruiting women, BIPoC (Black, Indigenous, and People of Color), and LGTBQ+ mariners already in the maritime pipeline. The BPC recognizes the importance of raising awareness among young people of all backgrounds about the benefits of a career in the maritime industry and supports these efforts through organizations such as [Sea Potential](#), [Youth Maritime Collaborative](#), and [Maritime High School](#).

 WOMEN OFFSHORE

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AS YOU  
CLIMB**

JOIN US FOR  
THE WOMEN  
OFFSHORE  
CONFERENCE!

OCTOBER 7-14, 2022

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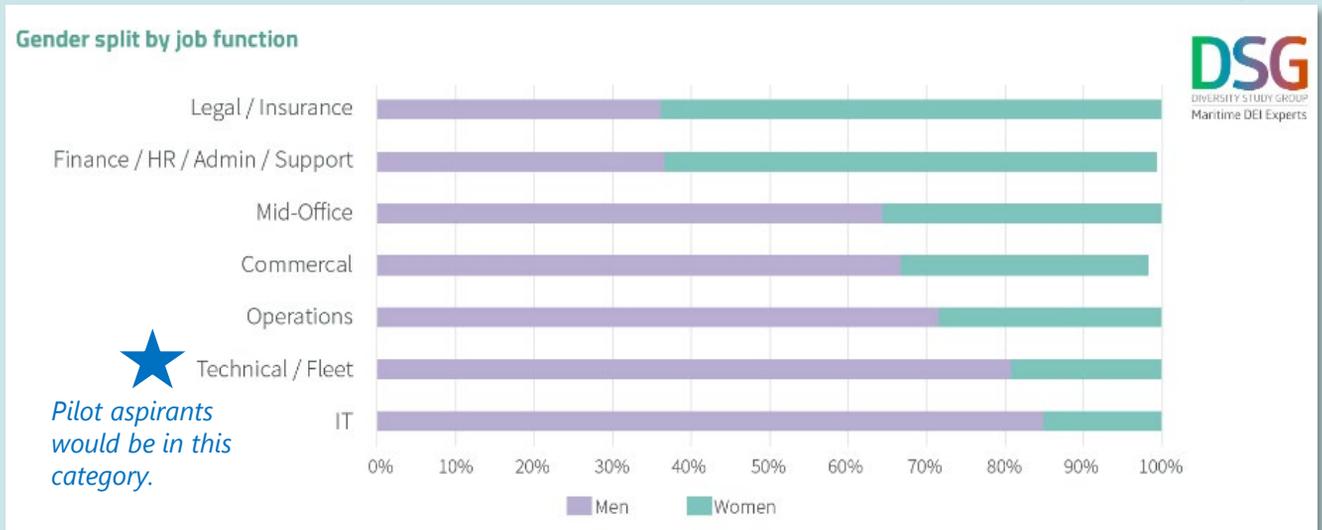
*The theme of the Women Offshore 2022 Conference was Lift As You Climb. The BPC was a proud sponsor of this conference. Image courtesy of [WomenOffshore.com](#).*

# Diversity, Equity, & Inclusion

## Diversity in the Maritime

In late 2022, the organization Diversity Study Group (DSG, Maritime DEI Experts) released data from their 3<sup>rd</sup> annual survey regarding diversity specifically in global shipping and maritime sectors. The data shows that trends are leaning towards a more inclusive maritime workforce, but there is still a lack of diversity in higher-level leadership positions, including the ones that are a pipeline to pilotage.

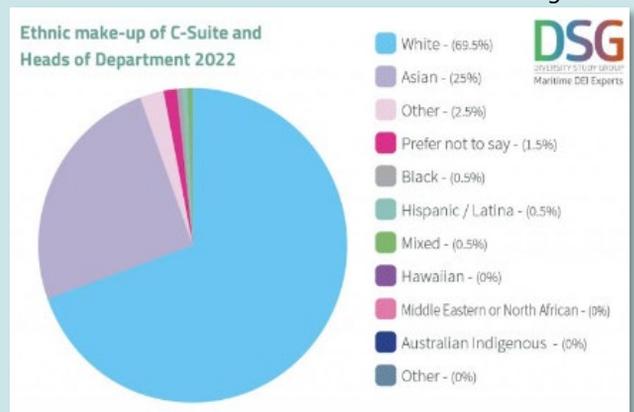
Figure 1



Measurements of ethnic diversity in maritime have not been made available by the licensing governmental agencies. The graphic to the right reflects the limited number of underrepresented minorities in leadership positions in the maritime industry.

In 2022, the International Chamber of Shipping introduced a Maritime Diversity and Inclusion Charter "to help companies measure and benchmark their diversity policies and progress annually"<sup>1</sup>. The organization also plans to release Diversity and Inclusion Toolkit to "provide companies with best practices, recommendations and resources to make the workplace more welcoming and inclusive."<sup>2</sup>

Figure 2



Figures 1 and 2 – Signs of progress on DEI in shipping, but an ongoing lack of C-suite diversity, reports DSG Annual Review <https://diversitystudygroup.com/signs-of-progress-on-dei-in-shipping-but-an-ongoing-lack-of-c-suite-diversity-reports-dsg-annual-review/>

1. Leadership Insight Series: A Pathway to Great Diversity in Maritime. <https://www.ics-shipping.org/news-item/leadership-insight-series-a-pathway-to-great-diversity-in-maritime/>

2. 1. Leadership Insight Series: A Pathway to Great Diversity in Maritime. <https://www.ics-shipping.org/news-item/leadership-insight-series-a-pathway-to-great-diversity-in-maritime/>

# Diversity, Equity, & Inclusion

## DEI Recruiting for Pilotage

Maritime pilots are among the most experienced and skilled mariners in industry. The experience, knowledge, and skill required to qualify as a pilot can only be acquired over the course of a career. As depicted in the graphic below, the pathway to pilotage is a long one, averaging 25 years from high school graduation to WA State-licensed pilot.



Consequently, the average age of a newly licensed pilot in Washington is 43. This, when combined with the low representation of Women, BIPOC, and LGBTQ+ mariners in the maritime industry, represents the greatest barrier to diversification of licensed pilots, and leads to three significant conclusions regarding recruitment of new pilots.

### 1. Diversity is a Long-term Challenge

First, given low Women, BIPOC, and LGBTQ+ representation in the maritime industry, the pool of candidates will continue to be predominantly White and Male, and diversity in pilotage will be a long-term challenge. The BPC's recruiting initiatives for the 2021 exam underscore this point. In advance of 2021 exam, the BPC hosted a webinar, as far as we know the first of its kind, for aspirants to hear directly from the BPC and pilots regarding the exam process, training program, and the life of a licensed pilot. The webinar had an excellent turnout, with more than 80 participants and several more viewing the recording, which is available on our website at [www.pilotage.wa.gov/exam](http://www.pilotage.wa.gov/exam).



*Puget Sound pilot Captain Sandy Bendixen addresses issues of marine safety and interaction between recreational and commercial vessel traffic at the Seattle Yacht Club's Women in Boating Skills Weekend Seminar. Personnel and vessels from U.S. Coast Guard District 13 were also part of this event, highlighting safety and maritime career opportunities. Image courtesy of Puget Sound Pilots.*

# Diversity, Equity, & Inclusion

## DEI Recruiting for Pilotage (Cont'd)

While these initiatives are encouraging, they do not represent a comprehensive strategy. A comprehensive strategy would include educators, workforce development agencies and organizations, employers, and government agencies in a coordinated effort to provide early outreach, ongoing communication and support, training, and employment opportunities. Such a strategy can be undertaken at any geographic scale and would most likely achieve success at a regional scale.

## 2. Diversity requires Broad and Deep Collaboration

Second, also given low Women, BIPoC, and LGBTQ+ representation in the maritime industry, it is imperative that the industry, government, education, and nonprofit sectors work together to increase awareness of the maritime industry as an attractive career option among various populations, beginning with school aged children. Various organizations within the maritime industry, including Puget Sound Pilots, recognize the lack of diversity in the industry, and have launched initiatives designed to seek out, educate, and encourage members of various communities to consider a maritime career.

A sampling of [Puget Sound Pilots](#) (PSP) 2022 initiatives include:

- Issuance of a first-of-its-kind pilot association Maternity Policy, which allows pilot members bearing children to combine PSP's generous major medical leave policy with the new maternity rule. Read more about this groundbreaking policy and how it was developed at <https://www.marine-pilots.com/articles/609548-story-behind-puget-sound-pilots-maternity-policy>;
- Providing pilots as student mentors to Maritime High School and providing opportunities to learn more about a career in maritime;
- Visiting with teachers and students who participate in the Core Plus Maritime curriculum. In January, Capt. Trevor Bozina met with Core Plus program students from Neah Bay High School about piloting and maritime careers;
- Facilitating opportunities for Sea Potential middle and high schoolers to experience shiphandling in a simulator at MITAGS-West;
- Sponsoring and attending a virtual career fair hosted by Women Offshore;
- Sponsoring and attending conferences focused on maritime diversity; and
- Visits and presentations to various elementary schools around the region.



*Various organizations within the maritime industry, including Puget Sound Pilots, recognize the lack of diversity in the industry, and have launched initiatives designed to seek out, educate, and encourage members of various communities to consider a maritime career*

*Puget Sound Pilot Captain and Mother with her daughter. Image courtesy of Mauri Shuler.*

# Diversity, Equity, & Inclusion

## DEI Recruiting for Pilotage (Cont'd)

### 3. Innovation May Accelerate the Process

Third, the charge of the DEIC is to develop and implement strategies to increase diversity among pilots, and there may be ways to accelerate the knowledge, skills, and experience of certain candidates, who may then serve as role models to their communities. There is no better way to convey the opportunities and benefits of a maritime career than to provide a relevant example. Further to this point, the exam webinar discussed earlier, as far as we know the first of its kind, for aspirants to hear directly from the BPC and pilots regarding the exam process, training program, and pilotage once a trainee is licensed by the state of Washington. The webinar had an excellent turnout, with more than 80 participants and several more viewing the recording, which is available on our website at [www.pilotage.wa.gov/exam](http://www.pilotage.wa.gov/exam).

## Call to Action

Diversity, equity, and inclusion action calls for the BPC to:

- Make a wide spectrum of applicants aware of upcoming exams;
- Encourage the maritime industry to continue efforts to broaden the diversity of mariners;
- Support organizations that introduce a diverse group of mariners and young people to a career as a maritime pilot;
- Minimize bias involved in the training program and ultimate licensing of pilots; and
- Amplify BPC's need for access to information about the existing pool of licensed mariners representing diverse backgrounds.

For more information about DEI, visit our website at <https://pilotage.wa.gov/diversity--equity---inclusion.html>. And to learn more about Puget Sound Pilots initiatives, visit their website at <https://www.pspilots.org/community/aspirant-mentorship-outreach/>.



**INCLUSION SUMMIT 2022**

Create a Culture of  
Belonging at Your Organization



*Women Offshore hosted their first Inclusion Summit in 2022. Image courtesy of Women Offshore.*

# Oil Transportation Safety

## Overview

A catastrophic oil spill could cause irreversible damage to the endangered Southern Resident Killer Whales and other species, damage commercial fishing, violate Tribal Treaty Rights, and cause severe economic and public health consequences in Washington state. Engrossed Substitute House Bill 1578 (the Act), passed by the 2019 Legislature, provides a measured approach to preventing a catastrophic oil spill in Puget Sound by closing important safety gaps related to vessels carrying oil in bulk. The Act requires tug escorts for certain categories of oil-laden tank vessels in Rosario Strait and connected waterways east, effective September 1, 2020. Additionally, the Act directs the BPC and Ecology to undertake multiple initiatives including:

- Identify and define geographic zones
- Complete a synopsis of changing vessel traffic trends
- Consult with Tribes, other government entities, and stakeholders
- Develop and maintain a model to quantitatively assess current and potential future risks of oil spills in Washington's waters and reporting those findings to the Legislature
- Develop and adopt rules for tug escorts in the Puget Sound for oil laden vessels, with future periodic reviews

The Act allows for the BPC to enter into an interagency agreement with Ecology for technical assistance with this work, including rulemaking. The risk model developed by Ecology will inform decisions on tug escorts by the BPC.

## ESHB 1578 Tug Escort and ERTV Portfolio

By December 31, 2025, the BPC, with technical assistance from Ecology, must adopt rules implementing tug escorts in Puget Sound for oil tankers between 5,000 and 40,000 deadweight tons, as well as articulated tug barges (ATBs) and towed waterborne vessels or barges greater than 5,000 deadweight tons. Rulemaking applies by zone to waters east of Discovery Island Light south to New Dungeness Light and all points in the Puget Sound area.

### Deliverables:

- Interagency Agreement with Ecology
- Interpretive Statement regarding tug escort requirements
- Geographic zone identification to inform analysis
- Synopsis of changing vessel traffic trends
- Tug escort risk model
- Modeling analysis for tug escorts & emergency response towing vessels (ERTV)
- Tug escort rules and period review



*ESHB 1578 provides a measured approach to preventing a catastrophic oil spill in Puget Sound by closing important safety gaps related to vessels carrying oil in bulk.*

# Oil Transportation Safety

## Distribution of Responsibilities

<b>BPC and ECOLOGY will work together to:</b>
<ul style="list-style-type: none"><li>• Develop project plans to accomplish the requirements of The Act</li><li>• Coordinate communication, consultation, and outreach activities</li><li>• Provide technical assistance to plan and prepare for activities</li></ul>
<b>Project-specific Responsibilities:</b>
<ul style="list-style-type: none"><li>• Rosario Tug Escort Implementation (by September 1, 2020) <b>BPC</b> – outreach, interpretive statements, and enforcement <b>ECOLOGY</b> – provide technical assistance</li></ul>
<ul style="list-style-type: none"><li>• Geographic Zone Identification (by September 1, 2020) <b>BPC</b> – lead process and make final decisions to identify and define zones <b>ECOLOGY</b> – provide technical assistance</li></ul>
<ul style="list-style-type: none"><li>• Synopsis of Changing Vessel Traffic Trends (by December 31, 2021) <b>BPC</b> – develop scope and review, approve and submit final synopsis to the Legislature <b>ECOLOGY</b> – provide technical assistance, develop synopsis</li></ul>
<ul style="list-style-type: none"><li>• Develop and Maintain Risk Model (by September 1, 2023) <b>BPC</b> – provide technical assistance <b>ECOLOGY</b> – develop and maintain risk model, and consult with tribes and stakeholders</li></ul>
<ul style="list-style-type: none"><li>• Report to the Legislature Regarding Emergency Response Towing Vessel (by September 1, 2023) <b>BPC</b> – provide technical assistance <b>ECOLOGY</b> – assess whether an emergency response towing vessel (ERTV) will reduce oil spill risk and deliver report to the Legislature</li></ul>
<ul style="list-style-type: none"><li>• Analysis of Tug Escorts Using Risk Model (by September 1, 2023) <b>BPC</b> – develop and approve analysis scope <b>ECOLOGY</b> – provide technical assistance, perform analysis and outreach activities, write and submit summary to the Legislature</li></ul>
<ul style="list-style-type: none"><li>• Conduct Tug Escort Rulemaking (by December 31, 2025) <b>BPC</b> – making final decisions regarding tug escort requirements and adopt rules, and provide technical assistance <b>ECOLOGY</b> – lead rulemaking process and outreach efforts, and conduct regulatory analysis</li></ul>

## 2022 Deliverables

In June 2022, the BPC and Ecology hosted a kickoff webinar to begin the model analysis process for the tug escort and ERTV analysis projects. Several webinars and outreach efforts followed for tribal and public input. The team also presented Ecology's rulemaking process, which the BPC will be following for this rulemaking, to the Board and the BPC's Oil Transportation Safety Committee (OTSC).

2022 was also full of behind-the-scenes work and coordination to prepare for rulemaking kick-off in 2023.



Oil Tanker *PSARA I* at Cherry Point. Image courtesy of Puget Sound Pilots.

# Oil Transportation Safety

## Tug Escorts for Oil Tankers

RCW 88.16.020 requires that the Board provide the names and horsepower of the tugboats used to escort vessels subject to the provisions of RCW 88.16.190. The Board will be adopting new rules by December 31, 2025, regarding tug escorts for vessels under 40,000 deadweight tons, ATBs, and towed barges pursuant to ESHB 1578.

Tug Name	Horsepower	Propulsion	Bollard Pull Ahead	Bollard Pull Astern	Tension Gage	Length Overall (FT)	Breadth (FT)	Draft (FT)	Year Built	GRT	Escort Tug
Crowley CHIEF	4800	Voith	56		Y	105	36	15	1999	275	Y
Crowley GUARD	5500	Voith	60		Y	120	41-06	16-11	1996	294	Y
Crowley GUIDE	4800	Voith	56		Y	105	36	15	1998	275	Y
Crowley PROTECTOR	5500	Voith	60		Y	120	41-06	16-11	1996	294	Y
Crowley RESPONSE	7200	Voith	77		Y	129-06	45-08	24-09	2002	293	Y
Crowley VIGILANT	6772	Z-Drive	91		Y	100	40	17	2007	194	Y
ANDREW FOSS	4000	Voith	46	37	Y	107	38	12	1982	298	Y
GARTH FOSS	8000	Voith	79	66	Y	137	46	19	1993	459	Y
HENRY FOSS	4700	Voith + Z	52	38	Y	94	36	12	1982	194	Y
LINDSEY FOSS	8000	Voith	79	66	Y	138	46	19	1993	456	Y
WEDELL FOSS	4700	Voith + Z	52	38	Y	94	36	12	1982	194	Y
MARSHALL FOSS	6250	ASD	83	75	Y	92	40	17	2001	196	Y
LYNN MARIE FOSS	6250	ASD	84	75	Y	92	40	17	2001	196	Y



*Oil Tanker POLAR RESOLUTION under escort in Anacortes, WA. Picture courtesy of retired Puget Sound pilot Captain Ed Marmol.*

# Incidents & Marine Safety Occurrences

## Pilot's Report of Marine Safety Occurrence (MSO)

[WAC 363-116-200\(1\)\(b\)](#) requires that state licensed pilots and pilot trainees involved in a near-miss occurrence shall complete the Board required *Report of Marine Safety Occurrence* form and file it with the Board as soon as possible after the near-miss occurrence, but in no event more than ten days afterwards. If a pilot trainee is involved, both the pilot trainee and the supervising pilot shall file a *Report of Marine Safety Occurrence*. A near-miss occurrence is where a pilot and pilot trainee successfully takes action of a nonroutine nature to avoid a collision with another vessel, structure or aid to navigation, to avoid a grounding of the vessel or to avoid causing damages to the environment. A state licensed pilot or pilot trainee may also use this form on a voluntary basis for reporting out of the ordinary occurrences or concerns for navigational safety encountered or observed during the course of piloting a vessel as well as safety issues encountered or observed on the vessel, the dock, or in the area around the vessel.

## MSO Reports Filed in 2022

<b>Pilotage District</b>	<b>Near-Miss MSOs</b>	<b>Other MSOs</b>	<b>Total MSOs</b>
Puget Sound	8	28	36
Grays Harbor	1	2	3

## Pilot's Report of Incident

[WAC 363-116-200\(1\)\(a\)](#) states that state licensed pilots and a state licensed pilot trainees involved in an incident shall report all incidents to the Board on the *Report of Incident* form as soon as possible after the incident, but in no event more than ten days afterwards. If a pilot trainee is involved, both the pilot trainee and the supervising pilot shall each file a *Report of Incident*. An incident includes an actual or apparent collision, allision or grounding, as well as a navigational occurrence which results in actual or apparent personal injury or property damage or environmental damage. An incident also includes any occurrence where a pilot or pilot trainee falls or is injured while embarking or disembarking a vessel or otherwise is physically endangered while performing his/her duties on a vessel, regardless of whether the incident results in physical injury to the pilot or pilot trainee.

## Incident Reports Filed in 2022

<b>Pilotage District</b>	<b>Number of Incidents</b>
Puget Sound	Zero
Grays Harbor	Zero



A bulker in Christmas Day fog, Commencement Bay, Tacoma.

# Pilotage Exemptions

## Exemptions

As detailed in [WAC 363-116-360](#), foreign flag vessels under 200 feet and below 1,300 GT (ITC) may be eligible for an exemption from compulsory pilotage. Vessel operators can petition the Board by providing required information such as vessel specs, captain's experience in local waters, navigation plans, insurance coverage, etc. For a fee, the Board may grant an exemption with or without area restrictions depending on experience. A condition of exemption may also be the requirement for a pilot orientation.

## Public Outreach

Also in 2022, the BPC made a significant effort to inform smaller foreign yacht operators about Washington's pilotage laws and traffic separation schemes. Flyers were developed and shared widely on social media as well as distributed at the 2022 Marine Expo, to Customs and Border Patrol, and to the Department of Fish and Wildlife.

**ATTENTION Re: Puget Sound Traffic Separation Scheme (TSS)**

Sailing vessels and craft less than 65ft in length shall **NOT IMPEDE** and shall **STAY CLEAR** of large vessels to ensure safe navigation.

**FAMILIARIZE YOURSELF with and FOLLOW the Navigation Rules. Rule 10 applies to TSS.**

- ✓ Avoid the TSS when not using
- ✓ The size and speed of large ships can be deceiving
- ✓ Large ships may have a hard time seeing you
- ✓ Wakes from large ships can be hazardous

Scan for Code of Federal Regulations § 83.10 Traffic Separation Schemes (Rule 10)

**Small vessels are hard to see and ships CANNOT stop!**

Washington State Board of Pilotage Commissioners  
www.pilotage.wa.gov

**Cruising in Washington State? Be sure to check out regulations regarding mandatory pilotage!**

If your recreational vessel is registered outside of the United States or Canada, you are subject to mandatory pilotage no matter the size of your vessel.

If your vessel is less than 1,300 GT(I) and 200 FT length overall, you may be eligible for a pilotage exemption from the Washington State Board of Pilotage Commissioners.

If you come into Washington Waters without a pilot or a pilotage exemption, you are in violation of state statute RCW 88.16.070.

**Be sure your pilotage is in order before you enter Washington waters and enjoy your visit to our beautiful region!**

**Questions?**

Find additional information including FAQs, Pilotage Exemption Petition, and Foreign Yacht Familiarization Packet on our website at [www.pilotage.wa.gov/pilotage-exemptions.html](http://www.pilotage.wa.gov/pilotage-exemptions.html)

or scan the code!

**Need a pilot? Contact Puget Sound Pilots at (206) 448-4455 or visit [www.pspilots.org](http://www.pspilots.org)**

**CONTACT US**  
Washington State Board of Pilotage Commissioners  
2301 Third Avenue, Suite 500 | Seattle, WA 98121  
(206) 515-3904 | [PilotageInfo@wsdot.wa.gov](mailto:PilotageInfo@wsdot.wa.gov)  
[www.pilotage.wa.gov](http://www.pilotage.wa.gov) | Twitter | Instagram | LinkedIn

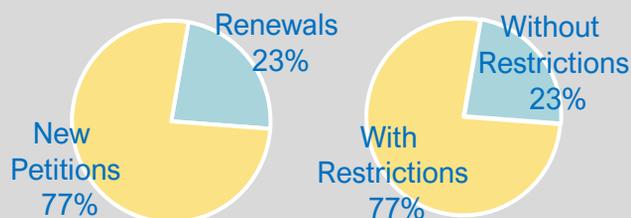
## Foreign Yacht Familiarization Packet

In March 2022, the Board approved a Foreign Yacht Familiarization Packet, as prepared and recommended by the BPC's Vessel Exemption Committee (VEC). This packet became a part of pilotage exemption application process and contains critical navigational information for Puget Sound. It covers areas of concern, VHF monitoring, rules of the road and deep draft vessels, a quick summary of local VTS, whale information, no discharge zone and ballast water information, weather, resources, links to Washington state and BC fishing regulations, and oil spill, grounding, emergency response.



Motor yacht CALLIOPE received a pilotage exemption from the BPC in 2022. Image courtesy of MarineTraffic.com.

## Pilotage Exemption Petitions 2022



# 2022 Roster of Pilotage Exemptions

Cert #	Vessel Name	LOA (FT)	GT	Registry	Effective Dates	Orientation Required?	Restricted Areas
22-01 R	VICTORIA CLIPPER V	167	910	Cyprus	02/01/22 - 01/31/23	No	No Restricted Areas. Must keep incident log.
22-02 N	MOONSTONE	196	1015	Cayman Islands	05/22/22 - 08/21/22	Yes	Deception Pass, Duwamish Waterway, & Locks Restricted
22-03 N	SHADOW	182	489	Jamaica	05/22/22 - 05/21/23	Yes	Deception Pass, Duwamish Waterway, & Locks Restricted
22-04 N	GRANKITO	64	76	Cayman Islands	03/25/22 - 03/24/23	Yes	Deception Pass, Duwamish Waterway, & Locks Restricted
22-05 N	ALTAVITA	125	299	Marshall Islands	04/07/22 - 04/06/23	Yes - Capt Thompson	Deception Pass Restricted, Locks Restricted, unless Capt Reid
22-06 N	CID	105	264	Cayman Islands	05/31/22 - 05/31/23	Yes - PA thru Locks	Deception Pass & Locks Restricted
22-07 N	KURIOSO	56	20	Switzerland	05/01/22 - 04/30/23	No	No Restricted Areas
22-08 N	QING	151	485	Cayman Islands	05/20/22 - 05/19/23	Yes	Deception Pass, Duwamish Waterway, & Locks Restricted
22-09 N	SOUTHERN WAY	114	218	Cayman Islands	05/01/22 - 04/30/23	No	Deception Pass Restricted
22-10 N	MEA CULPA	138	302	Cayman Islands	05/20/22 - 05/19/23	No	Deception Pass Restricted
22-11 N	PASEANA	108	143	British Virgin Islands	05/01/22 - 04/30/23	Yes	Deception Pass, Duwamish Waterway, & Locks Restricted
22-12 N	HELIOS 3	176	776	Marshall Islands	04/25/22 - 04/24/23	No	Deception Pass Restricted
22-13 N	CV20*	76	50	Malta	04/27/22 - 07/26/22	Yes	Limited Area Restrictions until Orientation <i>*Clipper Round The World Race Vessel</i>
22-14 N	CV25*	76	50	Malta	04/27/22 - 07/26/22	Yes	Limited Area Restrictions until Orientation <i>*Clipper Round The World Race Vessel</i>
22-15 N	CV28*	76	50	Malta	04/27/22 - 07/26/22	Yes	Limited Area Restrictions until Orientation <i>*Clipper Round The World Race Vessel</i>
22-16 N	CV22*	76	50	Malta	04/27/22 - 07/26/22	Yes	Limited Area Restrictions until Orientation <i>*Clipper Round The World Race Vessel</i>
22-17 N	CV31*	76	50	Malta	04/27/22 - 07/26/22	Yes	Limited Area Restrictions until Orientation <i>*Clipper Round The World Race Vessel</i>
22-18 N	CV21*	76	50	Malta	04/27/22 - 07/26/22	Yes	Limited Area Restrictions until Orientation <i>*Clipper Round The World Race Vessel</i>
22-19 N	CV23*	76	50	Malta	04/27/22 - 07/26/22	Yes	Limited Area Restrictions until Orientation <i>*Clipper Round The World Race Vessel</i>
22-20 N	CV26*	76	50	Malta	04/27/22 - 07/26/22	Yes	Limited Area Restrictions until Orientation <i>*Clipper Round The World Race Vessel</i>
22-21 N	CV27*	76	50	Malta	04/27/22 - 07/26/22	Yes	Limited Area Restrictions until Orientation <i>*Clipper Round The World Race Vessel</i>
22-22 N	CV29*	76	50	Malta	04/27/22 - 07/26/22	Yes	Limited Area Restrictions until Orientation <i>*Clipper Round The World Race Vessel</i>
22-23 R	AFTER EIGHT	151	497	Canada	05/03/22 - 05/01/23	No	No Restricted Areas
22-24 N	TAMSEN	172	463	Cayman Islands	06/30/22 - 06/29/23	No	No Restricted Areas



The VICTORIA CLIPPER V utilizes the BPC's passenger vessel category for pilotage exemptions. Image courtesy of Jackie Pritchard, MarineTraffic.com.

# 2022 Roster of Pilotage Exemptions

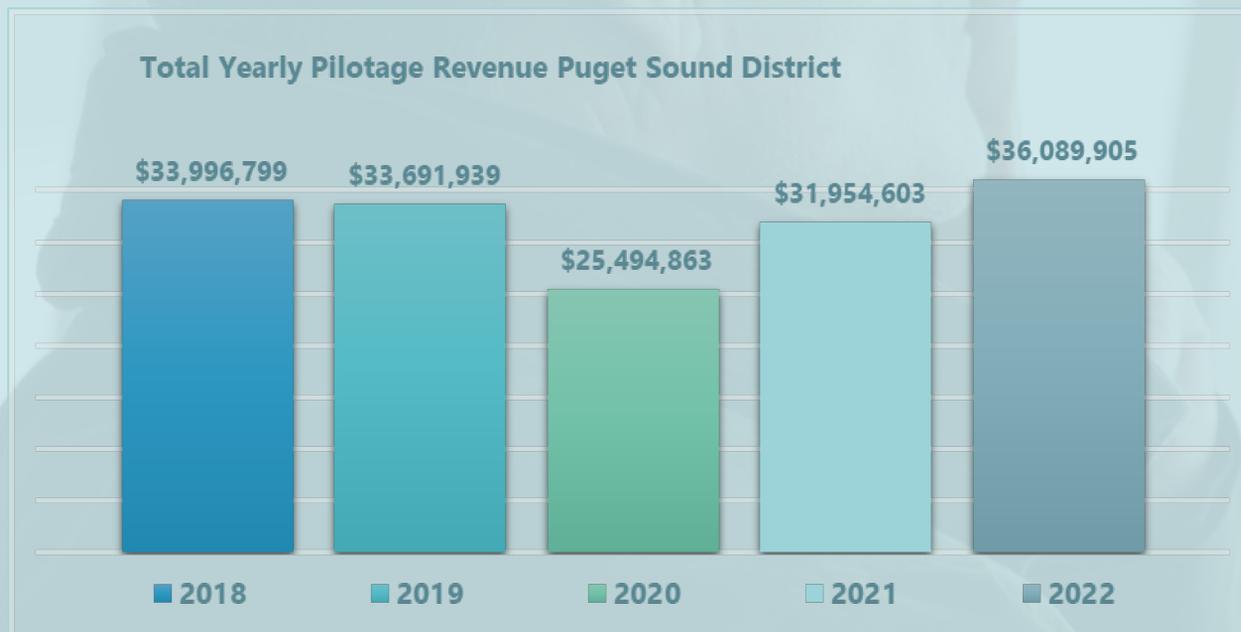
Cert #	Vessel Name	LOA (FT)	GT	Registry	Effective Dates	Orientation Required?	Restricted Areas
22-25 R	CHEEMAUN	70	196	Cayman Islands	06/11/22 - 06/10/23	No	No Restricted Areas
22-26 N	OSTARA	130	333	Marshall Islands	06/01/22 - 05/31/23	Yes – Dockside	None
22-27 N	V6	159	568	Cayman Islands	05/25/22 - 05/24/23	Yes – Dockside	Deception Pass, Duwamish Waterway & Locks Restricted without Orientation
22-28 R	ST EVAL	114	215	Cayman Islands	05/26/22 - 05/25/23	No	Duwamish Waterway Restricted without pilot
22-29 N	MIRABELLA	157	418	Cayman Islands	06/07/22 - 09/06/22	Yes – Dockside	Deception Pass, Duwamish Waterway & Locks Restricted without Orientation
22-30 R	GRYFALCON	78	54	United Kingdom	06/10/22 - 06/09/23	Yes – Dockside	Deception Pass, Duwamish Waterway & Locks Restricted without Orientation
22-31 R	TESS	120	244	Cayman Islands	06/23/22 - 06/22/23	No	No Restricted Areas
22-32 N	AWATEA	148	499	Cayman Islands	07/05/22 - 10/05/22	Yes – Dockside	Deception Pass, Duwamish Waterway & Locks Restricted without Orientation
22-33 N	KNIGHT	164	499	Jamaica	06/23/22 - 06/22/23	No	Deception Pass Restricted
22-34 N	MIRA TWO	110	219	Jamaica	06/23/22 - 06/22/23	No	Deception Pass, Duwamish Waterway, & Locks Restricted without Orientation
22-35 N	LUCKY STARS	43	21	Marshall Islands	07/01/22 - 06/30/23	No	No Restricted Areas
22-36 N	BLUE MOON	198	1102	Cayman Islands	07/02/22 - 07/01/23	Yes – Dockside	Deception Pass Restricted, Duwamish Waterway & Locks Restricted unless Capt MacDonell
22-37 R	CV - 9	139	325	Cayman Islands	07/21/22 - 07/20/23	No	No Restricted Areas
22-38 N	BUENA ONDA	39	19	Cayman Islands	07/20/22 - 10/19/22	No	No Restricted Areas
22-39 N	LEMONADE	102	160	Cayman Islands	07/20/22 - 10/19/22	Yes – Dockside	Deception Pass, Duwamish Waterway & Locks Restricted without Orientation
22-40 R	JANICE OF WYOMING	129	198	British Virgin Islands	08/07/22 - 11/06/22	No	Voyage Plan is for Port Angeles area only
22-41 N	DANCING HARE	188	767	Marshall Islands	08/17/22 - 11/16/22	No	Deception Pass, Duwamish Waterway Restricted without pilot
22-42 R	CATALINA	145	275	British Virgin Islands	08/17/22 - 11/16/22	No	Deception Pass, Duwamish Waterway Restricted without pilot
22-43 R	AURORA	120	414	Cayman Islands	08/17/22 - 08/16/23	No	No Restricted Areas
22-44 N	PALIADOR	102	123	Cayman Islands	08/31/22 - 11/30/22	No	No Restricted Areas
22-45 R	EVVIVA	164	492	Cayman Islands	09/18/22 - 09/17/23	No	No Restricted Areas
22-46 N	KYA	68	119	Marshall Islands	09/26/22 - 09/25/23	Yes – Dockside	Deception Pass, Duwamish Waterway & Locks Restricted without Orientation
22-47 N	CALLIOPE	142	395	Marshall Islands	10/01/22 - 12/31/22	Yes	Deception Pass & Locks Restricted



*Sailing Yacht JANICE OF WYOMING is a regular visitor to Puget Sound. Image courtesy of MarineTraffic.com.*

# Revenue, Expenses, Compensation Puget Sound Pilots

	2022	Per pilot @ 53.5	2021	Per pilot @52.9
<b>TOTAL PILOTAGE REVENUE</b>	<b>36,089,905</b>	<b>674,250</b>	<b>31,954,603</b>	<b>603,853</b>
<b>Operating Expenses (Note 1)</b>				
Seattle Office	-15,669,500	-292,745	-13,667,849	-258,284
Port Angeles Station	-304,167	-5,683	-327,583	-6,190
Pilot Boats	-2,210,672	-41,301	-2,067,075	-39,062
<b>Total Operating Expenses</b>	<b>-18,184,339</b>	<b>-334,521</b>	<b>-16,062,507</b>	<b>-303,537</b>
<b>Balance of Revenue Pool Before Reimbursements to Pilots (Note 2)</b>	<b>17,905,566</b>	<b>339,729</b>	<b>15,892,096</b>	<b>300,316</b>
Reimbursement Pilots' Disability Ins.	-279,859	-5,228	-248,714	-4,700
<b>Annual Earnings after Deductions (for Distribution to Pilots) (Note 3)</b>	<b>17,625,707</b>	<b>329,292</b>	<b>15,643,382</b>	<b>295,616</b>



#### Notes:

1. Pilotage revenue excludes BPC SILA and Training Surcharge revenues.
2. Reimbursements to Pilots are for individual out-of-pocket allowance for disability insurance.
3. Information drawn from PSP 2021 and 2022 Audited Financial Statements. Some rounding may apply. The number of pilots receiving distribution is higher than the number of licensed pilots reflected in the '2022 Pilotage Activity in Puget Sound' section on page 9 because pilots may be eligible to receive distribution after surrendering their license, but before their formal retirement.

*Puget Sound pilot Captain Steve Moreno retired in 2022.*

# Revenue, Expenses, Compensation Puget Sound Pilots

<b>Seattle Office Operating Expenses</b>	<b>2022</b>	<b>2021</b>
Attorney Fees	\$ 878,093	\$ 462,577
Callback days <sup>1</sup>	638,334	389,350
BPC SILA Contribution per Senate Bill 5096	150,000	150,000
Computer Maintenance	293,689	334,496
Computer Programming	7,136	10,177
Conferences	58,380	0
Consulting Services	317,825	235,898
CPA Fees	88,157	86,307
Depreciation & Amortization	10,567	41,704
Drug Testing	15,094	10,297
Dues	185,580	171,950
Employee Benefits	205,783	161,309
Employee Salaries	916,244	930,096
Equipment Leases	304,189	335,820
Insurance	204,499	246,233
Interest	27,946	125
License Fees – Pilots	392,551	344,500
Lobbyist	75,250	75,309
Medical Insurance – Pilots	1,734,359	1,644,567
Office Maintenance & Repair	9,078	-7,638
Miscellaneous	27,101	0
Office Supplies	47,399	81,751
Payments to Retired Pilots/Widows – Puget Sound(Note 5)	6,002,516	5,517,478
Payment to Retired Former Executive Director	69,502	69,502
Pilot Training	362,321	58,339
Printing & Publications	14,876	6,289
Rent & Parking	187,859	188,765
Taxes on Payroll	66,278	69,388
Taxes on Revenue	679,681	599,698
Taxes, other	1,183	1,494
Travel, Entertainment, Promotion	1,573,385	1,292,223
Telephone & Communications	11,587	21,233
UTC Regulation Fees	113,058	123,336
<b>Seattle Office Total</b>	<b>\$ 15,669,500</b>	<b>\$ 13,667,849</b>

1. The value of callback days will be adjusted annually as of May 1<sup>st</sup> each year. The 2021 total of \$389,350 represents callback expenses from May to December 2021 at a rate of \$1,198 per callback day worked.

*Puget Sound pilots Captains Ninburg and Miller on the bulk carrier GLOBAL ACE in the Duwamish Waterway, Seattle.*

# Revenue, Expenses, Compensation Puget Sound Pilots

<b>Port Angeles Station Operating Expenses</b>	<b>2022</b>	<b>2021</b>
Depreciation	\$ 39,533	\$ 41,067
Education	0	315
Food	99,829	85,203
Insurance	5,940	41,326
Lodging	694	110
Maintenance and Repairs	57,395	63,810
Rent, Tideland Lease	3,735	3,918
Supplies	25,745	25,076
Taxes on Property	13,089	14,173
Telephone & Communications	29,784	22,940
Utilities	28,423	29,645
<b>Port Angeles Station Total</b>	<b>\$ 304,167</b>	<b>\$ 327,583</b>

<b>Pilot Boat Operating Expenses</b>	<b>2022</b>	<b>2021</b>
Depreciation	\$ 39,533	\$ 41,067
Employee Benefits	273,446	256,593
Employee Salaries	974,968	834,299
Fuel of <i>JUAN DE FUCA</i>	326,430	178,282
Fuel of <i>PUGET SOUND</i>	228,117	126,082
Insurance	93,545	107,963
Maintenance & Operation of <i>JUAN DE FUCA</i>	99,533	24,000
Maintenance & Operation of <i>PUGET SOUND</i>	132,987	468,974
Taxes on Payroll	76,958	65,837
Taxes on Property	4,660	5,017
Depreciation	273,446	256,593
<b>Port Angeles Station Total</b>	<b>\$ 2,210,672</b>	<b>\$ 2,067,075</b>



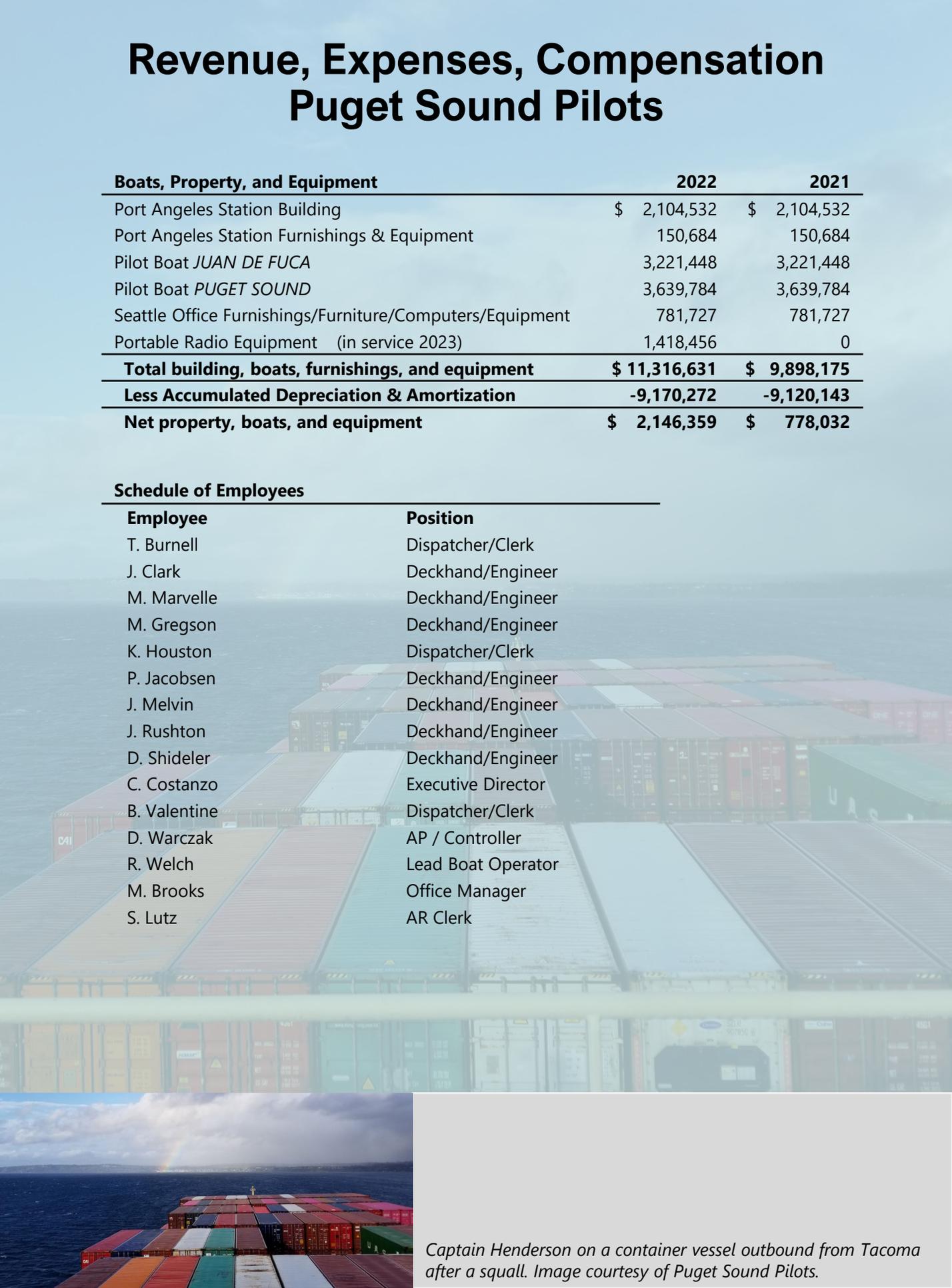
*Pilot boats PUGET SOUND and JUAN DE FUCA at Puget Sound Pilots' station in Port Angeles, WA. Image courtesy of Puget Sound Pilots.*

# Revenue, Expenses, Compensation Puget Sound Pilots

<b>Boats, Property, and Equipment</b>	<b>2022</b>	<b>2021</b>
Port Angeles Station Building	\$ 2,104,532	\$ 2,104,532
Port Angeles Station Furnishings & Equipment	150,684	150,684
Pilot Boat <i>JUAN DE FUCA</i>	3,221,448	3,221,448
Pilot Boat <i>PUGET SOUND</i>	3,639,784	3,639,784
Seattle Office Furnishings/Furniture/Computers/Equipment	781,727	781,727
Portable Radio Equipment (in service 2023)	1,418,456	0
<b>Total building, boats, furnishings, and equipment</b>	<b>\$ 11,316,631</b>	<b>\$ 9,898,175</b>
<b>Less Accumulated Depreciation &amp; Amortization</b>	<b>-9,170,272</b>	<b>-9,120,143</b>
<b>Net property, boats, and equipment</b>	<b>\$ 2,146,359</b>	<b>\$ 778,032</b>

## Schedule of Employees

<b>Employee</b>	<b>Position</b>
T. Burnell	Dispatcher/Clerk
J. Clark	Deckhand/Engineer
M. Marvelle	Deckhand/Engineer
M. Gregson	Deckhand/Engineer
K. Houston	Dispatcher/Clerk
P. Jacobsen	Deckhand/Engineer
J. Melvin	Deckhand/Engineer
J. Rushton	Deckhand/Engineer
D. Shideler	Deckhand/Engineer
C. Costanzo	Executive Director
B. Valentine	Dispatcher/Clerk
D. Warczak	AP / Controller
R. Welch	Lead Boat Operator
M. Brooks	Office Manager
S. Lutz	AR Clerk



*Captain Henderson on a container vessel outbound from Tacoma after a squall. Image courtesy of Puget Sound Pilots.*

# Revenue, Expenses, Compensation Port of Grays Harbor Pilotage

Port of Grays Harbor Pilotage Revenue & Expenses	2022	2021
<b>Revenue</b> (Notes 1,2)		
Pilotage Services Revenue	1,108,096	1,147,911
Miscellaneous Revenue	280	292
Pass through revenue for pension contribution	77,850	78,300
Pass through revenue for pilot travel allowance	18,165	18,270
<b>TOTAL PGH PILOTAGE DIVISION REVENUE</b>	<b>1,204,391</b>	<b>1,244,773</b>
<b>Operating Expenses</b> (Note 1)		
Other Pilotage Division Expenses	(52,736)	(13,532)
Other Pilotage Division Expenses	(679,239)	(957,987)
<b>Total Operating Expenses</b>	<b>(731,975)</b>	<b>(971,519)</b>
<b>Payments to Pilots</b>		
Wages, Benefits & Incentive Pay (Note 3)	(953,273)	(664,495)
Travel Allowance	(18,165)	(18,270)
<b>Total Payments to Pilots</b>	<b>(971,438)</b>	<b>(682,765)</b>
Pension Contribution	(77,850)	(78,300)
Depreciation	(44,916)	(49,082)
<b>TOTAL PGH PILOTAGE DIVISION EXPENSES</b>	<b>(1,826,179)</b>	<b>(1,781,666)</b>
<b>PGH PILOTAGE INCOME OR LOSS</b>	<b>(621,788)</b>	<b>(536,893)</b>

*Notes:*

1. Information is drawn from Pilot Division Profit and Loss Statements from the Port of Grays Harbor. Rounding may apply.
2. Pass through payments received for pension contribution and travel allowance are included under Pilotage Division Revenue.
3. Licensed pilots are employees of the Port of Grays Harbor as opposed to being independent contractors belonging to an association. Employer-provided benefits include, medical, life, and disability insurance, federal and state taxes, and retirement funding paid by the employer.



Port of Grays Harbor Director of Pilotage Captain Bobby D'Angelo (left) supervises pilot trainee Captain Ryan Leo during his training program. Image courtesy of the Port of Grays Harbor.

# Revenue, Expenses, Compensation Port of Grays Harbor Pilotage

<b>Port of Grays Harbor Pilotage Division Expenses</b>	<b>2022</b>	<b>2021</b>
Port Administrative Services	\$ 52,736	\$ 13,532
Advertising	0	0
Consulting	0	0
Fire Protection Services	0	6,636
Insurance	2,473	2,849
Legal Services	689	1,452
License Fees and Dues	7,242	6,700
Miscellaneous Other Expenses	7,300	13,713
Supplies	58,708	6,912
Taxes	18,876	22,068
Telephone	2,707	1,711
Training/Conferences	3,719	6,000
Travel/Lodging/Meals	6,642	6,534
Pilot Launch Service	401,991	414,252
Repair/Maintenance	168,892	469,160
Wages	533,109	283,723
Benefits	215,164	143,272
Gain Sharing Distribution	0	0
Incremental Duty Pay	205,000	237,500
Travel Allowance Paid to Pilots	18,165	18,270
Pension Contribution	77,850	78,300
Depreciation	44,916	49,082
<b>Total Expenses</b>	<b>\$ 1,826,179</b>	<b>\$ 1,781,666</b>
<b>Property, Boats &amp; Equipment</b>	<b>2022</b>	<b>2021</b>
Pilot Boat CHEHALIS	\$ 317,630	\$ 317,630
Pilot Boat VEGA	525,510	525,510
Computer Equipment (Mobile)	29,354	0
Radio Equipment	6,591	6,591
Other Machinery & Equipment	39,130	39,130
<b>Total Property, Boats &amp; Equipment</b>	<b>\$ 918,214</b>	<b>\$ 888,860</b>
<b>Less Accumulated Depreciation</b>	<b>\$ 374,526</b>	<b>\$ 330,687</b>
<b>Net Property, Boats &amp; Equipment</b>	<b>\$ 543,668</b>	<b>\$ 558,173</b>



*BPC Chair Sheri Tonn (right) and BPC Pilot Commissioner Captain Sandy Bendixen (left) aboard the Grays Harbor pilot boat VEGA.*

# Resources & Contact Information



## Board of Pilotage Commissioners

Chair	Sheri J. Tonn	<a href="mailto:TonnS@wsdot.wa.gov">TonnS@wsdot.wa.gov</a> (206) 515-3904
Executive Director	Jaimie C. Bever	<a href="mailto:BeverJ@wsdot.wa.gov">BeverJ@wsdot.wa.gov</a> (206) 515-3887
Website & Email	<a href="http://www.pilotage.wa.gov">www.pilotage.wa.gov</a>	<a href="mailto:PilotageInfo@wsdot.wa.gov">PilotageInfo@wsdot.wa.gov</a>
Newsletter	BPC Pilotage Quarterly	<a href="https://pilotage.wa.gov/bpc-pilotage-quarterly-.html">https://pilotage.wa.gov/bpc-pilotage-quarterly-.html</a>
Social Media	Twitter LinkedIn Instagram Facebook	<a href="https://twitter.com/WA_pilotage">@WA_pilotage</a> <a href="https://www.linkedin.com/company/washington-state-board-of-pilotage-commissioners/">Washington State Board of Pilotage Commissioners</a> <a href="https://www.instagram.com/wa_pilotage">@wa_pilotage</a> <a href="https://www.facebook.com/WASStatePilotage">@WASStatePilotage</a>

## Puget Sound Pilots

President	Captain Ivan Carlson	
Executive Director	Charlie Costanzo	
Website & Email	<a href="http://www.pspilots.org">www.pspilots.org</a>	<a href="mailto:info@pspilots.org">info@pspilots.org</a> (206) 728-6400
Dispatch		(206) 448-4455
Social Media	Twitter Instagram Facebook TikTok	<a href="https://twitter.com/pspilots1935">@pspilots1935</a> <a href="https://www.instagram.com/pugetsoundpilots">@pugetsoundpilots</a> <a href="https://www.facebook.com/PugetSoundPilots">@PugetSoundPilots</a> <a href="https://www.tiktok.com/@pspilots">@pspilots</a>
Operating Rules	September 2022	Available from BPC Staff
By-Laws	December 2020	Available from BPC Staff

## Port of Grays Harbor

Executive Director	Gary Nelson	
Director of Pilotage	Captain Bobby D'Angelo	<a href="https://www.portofgraysharbor.com/terminal-tariffs-and-resources">https://www.portofgraysharbor.com/terminal-tariffs-and-resources</a>
Website & Email	<a href="http://www.portofgraysharbor.com">www.portofgraysharbor.com</a>	<a href="mailto:info@portgrays.org">info@portgrays.org</a>
Newsletter	Around the Docks	<a href="https://www.portofgraysharbor.com/news-and-info">https://www.portofgraysharbor.com/news-and-info</a>



*A pilot's view before disembarking a vessel. Image courtesy of Puget Sound Pilots.*