



# 2021 Annual Report

Washington State  
Board of Pilotage Commissioners

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[www.pilotage.wa.gov](http://www.pilotage.wa.gov)



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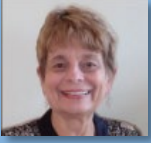
*On the cover: Captain Kelleher pilots the EVERLOADING at Pierce County Terminal. Image courtesy of Puget Sound Pilots.*



*Image: ATB DUBLIN SEA in the Blair waterway. Image courtesy of Puget Sound Pilots.*



# Message from the Chair



COVID continued to be a challenge to pilots and trainees during 2021. While protective measures including vaccinations helped mitigate the challenges, trainees were restricted from some vessels, and the number of pilots and trainees on the bridge of ships were minimized.

Likewise, USCG exams and licensing took longer than in the past. Despite the serious constraints, pilotage and training continued throughout the year. Just as in 2020, pilots and trainees continued to do their best to maintain safe and efficient pilotage, and I want to thank pilots, trainees, the officers and staff of Puget Sound Pilots, BPC staff and Board members and shippers for working together through these unprecedented times. USCG Sector Puget Sound has also been very helpful throughout the process of training and licensing pilots.

During 2021, three pilots retired from service. We wish the best to Captains Brian Henshaw, Bill Lowery and Larry Emerson and thank them for 62 cumulative years of pilotage! Pilots licensed during 2021 are Captains Ryan Gartner, Severin Knutsen, and Nick Moore. It has been a delight to work with PSP President Ivan Carlson as well as their new Executive Director Charles Costanzo.

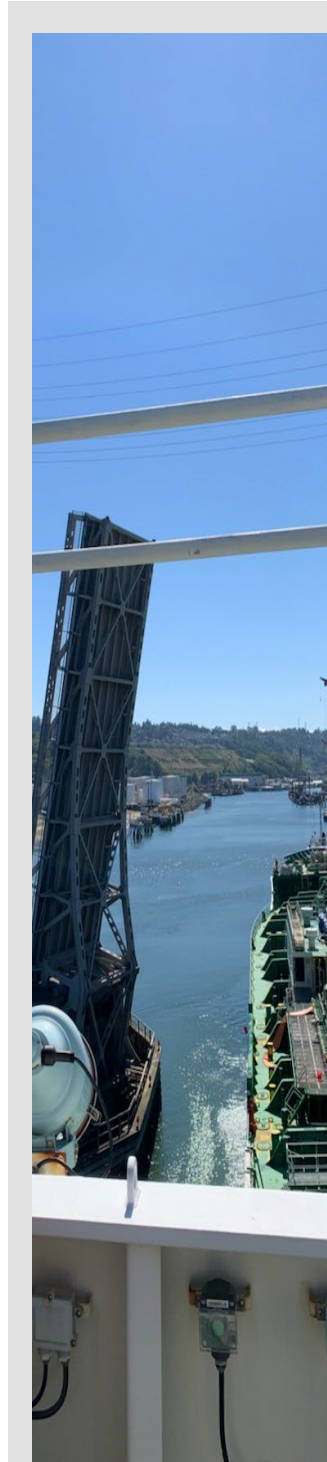
There have also been four transitions in BPC membership, with Captain Rik Krombeen stepping down and Captain Michel Ross taking on the position as the foreign flag shipping representative. Phil Morrell, US Shipping representative completed two terms of service, and Captain Andrew Drennen has stepped into that position. Captain Sandy Bendixen now serves as a pilot member, replacing Captain John Scragg, and Dale Jensen, Ecology representative has retired, and Nhi Irwin has joined the Board. Thank you to each of those who have served so well.

There have also been changes in the critically important Training Evaluation Committee, with Captain John Scragg continuing as a committee member, but handing over the Chair's position to Captain Sandy Bendixen via Board appointment. The Board also appointed Captain Mike Anthony as Vice Chair.

In 2021, the BPC held an exam and welcomed 11 successful applicants to the list of potential trainees. While there was extensive outreach to increase the diversity of the applicant pool, our objectives were not met. We are highly disappointed at being unable to move the needle with respect to diversity among licensed pilots. We are aware of many of the potential candidates in the country and will continue to work to recruit a diverse applicant pool 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*



*Image: A pilot training trip down the Duwamish waterway. Image courtesy of Puget Sound Pilots.*



# Message from the Executive Director



Greetings and welcome to our 2021 Annual Report! It was a busy year for the Board of Pilotage Commissioners, even as the pandemic raged on. The essential work of the pilots and the Board continued seamlessly, assuring the safety of our precious waters and vital supply chain movement.

Work at the state's new Office of Equity got underway under the director of Dr. Karen Johnson "Dr. J". One of the primary goals of the Office of Equity is to develop a five-year equity strategic plan for the state with input from individual state agencies and their stakeholders. Towards that goal, Dr. J and her team held listen and learn sessions with various state agencies throughout May and June. On June 8, the BPC called a Special Meeting for a conversation led by Dr. J regarding the unique diversity challenges within the maritime industry.

The Women in Maritime Leadership and Women Offshore annual conferences were held online again, which allowed for robust attendance from all over the world. We were happy to sponsor the Women Offshore conference and were able attend both conferences.

In an important partnership with the Department of Ecology, we submitted a Synopsis of Changing Vessel Traffic Trends to the Legislature, per ESHB 1578. Read more about the endeavor on page 29.

Many of the year's events are highlighted in our newsletter, the BPC Pilotage Quarterly. You can find current and past issues on our website [here](#). They provide a great snapshot of the work of the BPC and the pilots.

I want to take this opportunity to highlight BPC staff, who have made the last couple of difficult years much more bearable. Jolene Hamel, Training Program Coordinator, and Bettina Maki, Program Analyst, are the backbone of our agency. They say it takes a village, and they are right! We may be small, but we are mighty!

Enjoy your read of our work over the last year!

*Jaimie C. Bever*



*Image: Above, Captain Lowe on the ONE ARCADIA. Image courtesy of Puget Sound Pilots. Below, from left Jaimie Bever, Bettina Maki and Jolene Hamel*





# 2021 Overview and Activities

## Our Mission and Responsibilities

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.

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.

## COVID-19 Impacts on Pilotage

The BPC and pilots continued with strict COVID-19 precautions throughout 2021 under the direction of Board Designated Physician for COVID-19, Dr. Ann Jarris, Discovery Health. COVID-19 strategies were regularly discussed at the Pilot Safety Committee (PSC) and the Training Evaluation Committee (TEC). Both committees brought recommendations before the Board including the Emergency Rule regarding the training stipend in [WAC 363-116-078](#) (read more about this on page 8), and requirements for health declarations for the pilot trainees.

At [Board Meetings](#), representatives from both the Puget Sound and Grays Harbor Pilotage Districts, Pacific Merchant Shipping Association (PMSA), the Northwest Seaport Alliance (NWSA), and U.S. Coast Guard provided industry updates regarding the impacts of the pandemic on shipping.

The BPC also conferred with our counterparts in Canada, the Pacific Pilotage Authority in Vancouver, B.C. regarding transboundary issues surrounding COVID-19.

Cruise season returned, with the first sailing on July 19, which was a big step toward normalcy. However, many precautions remained in place.

We are grateful for the diligence of our pilots and pilot trainees in keeping COVID-19 exposures to the barest minimum!



*Image: A Crowley tug assists a roll on-roll off (ro-ro) vessel. Image courtesy of Puget Sound Pilots.*



# 2021 Overview and Activities

## Board Meetings

In 2021, meetings continued virtually via MS Teams. The BPC held twelve (12) Regular Meetings and two (2) Special Meetings. Unfortunately, due to the COVID-19 pandemic, the annual trip to the Port of Grays Harbor in August did not occur for the second year in a row. We hope to return to Grays Harbor County for our August meeting in 2022. The BPC's committee meetings were also held virtually via MS Teams.

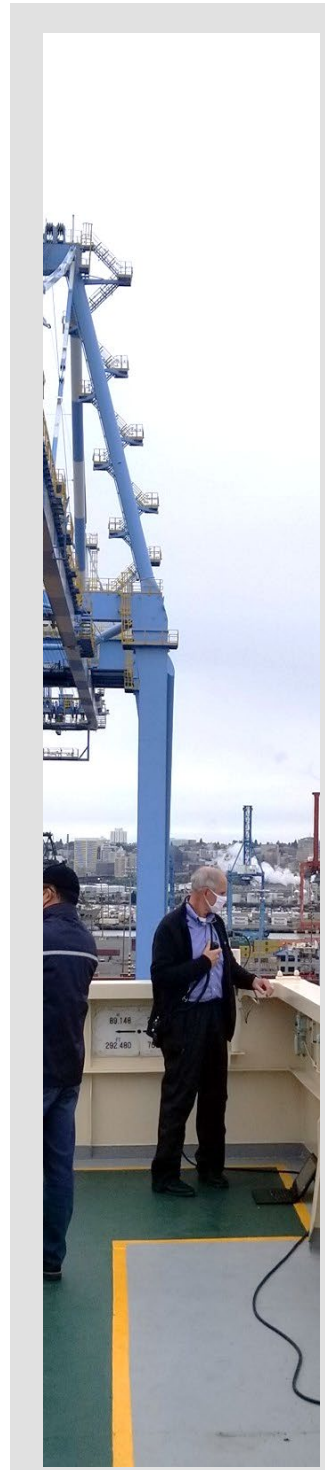
## Programs and Committees

The Board has six major programs addressing the statutory requirements of the Pilotage Act, Chapter 88.16 RCW, and Pilotage Rules, WAC 363-116: Safety; Diversity, Equity & Inclusion; Training and Licensing; Investigation; Regulation; and Public Service. The Board has established several committees comprised of Board members, pilots, stakeholders, local Government, and Tribes with the support of BPC staff to focus on these five programs:



- Pilot Safety Committee (PSC)
- Oil Transportation Safety Committee (OTSC)
- BPC/PSP Joint Diversity Committee (JDC)
- Trainee Evaluation Committee (TEC)
- Exam Committee (periodic)
- Commission Investigation Committee (CIC)
- Vessel Exemption Committee (VEC)

Committee members are typically appointed by the Board and are outlined in the charter for each committee. Some positions are required by state law. For example, on the TEC the Chair of the committee is required to be a pilot member of the Board.



*Image: Captain Neil Kelleher (right) during a pilot license upgrade trip. Image courtesy of Puget Sound Pilots.*



# 2021 Overview and Activities

## Outreach and Engagement

In 2021, as the COVID-19 pandemic continued, the majority of outreach and engagement conducted by the BPC was online. However, important connections were made, and vital information shared despite in-person restrictions. Some highlights from the year include:

**Women in Maritime Leadership Conference.** In March 2021, Cal Maritime held its 10<sup>th</sup> Annual Women in Maritime Leadership Conference. BPC Chair Sheri Tonn and Executive Director Jaimie Bever attended the online conference, themed Building Resiliency.

**Washington Maritime Blue.** In the Spring of 2021, the BPC joined Washington Maritime Blue as a government member with the goal of helping to support Washington's blue economy.

**Marine Pilot Exam.** The BPC held an exam beginning April 5 to build the ranked waiting list for pilot training in both the Puget Sound and Grays Harbor Pilotage Districts.

**Diversity, Equity, and Inclusion.** On June 8, the BPC held a Special Meeting for a conversation led by Dr. Karen A. Johnson, Director of the Washington State Office of Equity. The conversation focused on the unique diversity challenges within the maritime industry. Attendees included Board and BPC committee members, pilots, and stakeholders. The conversation will be considered as a part of the preparation of the state's 5-year equity strategic plan.

### **Women Offshore Conference.**

The BPC was proud to sponsor the 4<sup>th</sup> Annual Women Offshore (WO) Conference, which occurred virtually on November 5 and 12. The conference was well attended with representation from all over the world. Various panel discussions included Sexual Assault and Harassment Prevention, Black Mariners, LGBTQ+ Mariners, and Moms Offshore.



Keynote Panel. From left: Lisa Lutoff Perlo, CEO Celebrity Cruises, Irene Waage Basili, CEO Shearwater Geoservices, and Laila Linaras, Program Manager MARAD. Courtesy of Women Offshore.



Image: The NAVIOS UNION piloted by Captain Bujacich. Image courtesy of Puget Sound Pilots.



# 2021 Overview and Activities

## Legislation

There were no legislative bills concerning the BPC in 2021. However, Commissioners Anthony, Drennen, and Krombeen testified for and were confirmed by the Senate Transportation Committee.



From left: 2021 STC Chair Senator Hobbs, Commissioners Anthony, Drennen, and Krombeen. Courtesy of TVW.

## Rulemaking

Hearing Date	Rule	Description
1/21/2021	363-116-078 Pilot Training Program Emergency Rule – 2 <sup>nd</sup> Refile	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.
3/18/2021	363-116-081 Rest Period	This new rule codified that pilots have a mandatory rest period of at least ten hours with the opportunity for eight hours of uninterrupted sleep after the completion of an assignment. In addition, this rule defines multiple assignments within a harbor area, and codifies and defines the existing practice of Puget Sound Pilots to receive a mandatory rest period after three consecutive night assignments.
5/25/2021	363-116-078 Pilot Training Program Emergency Rule – 3 <sup>rd</sup> Refile	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.
9/28/2021	363-116-078 Pilot Training Program Emergency Rule – 4 <sup>th</sup> Refile	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.

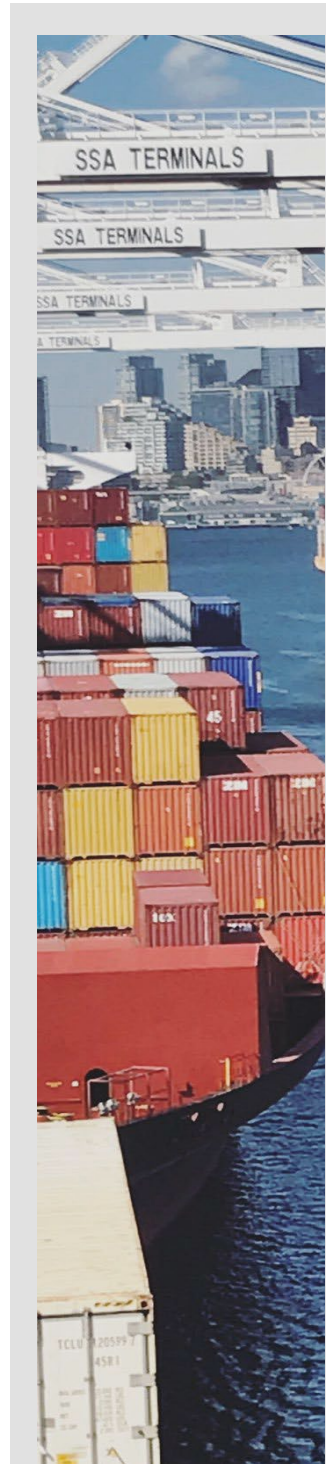


Image: A vessel prepares for a transit outbound from the Port of Seattle. Image courtesy of Puget Sound Pilots.





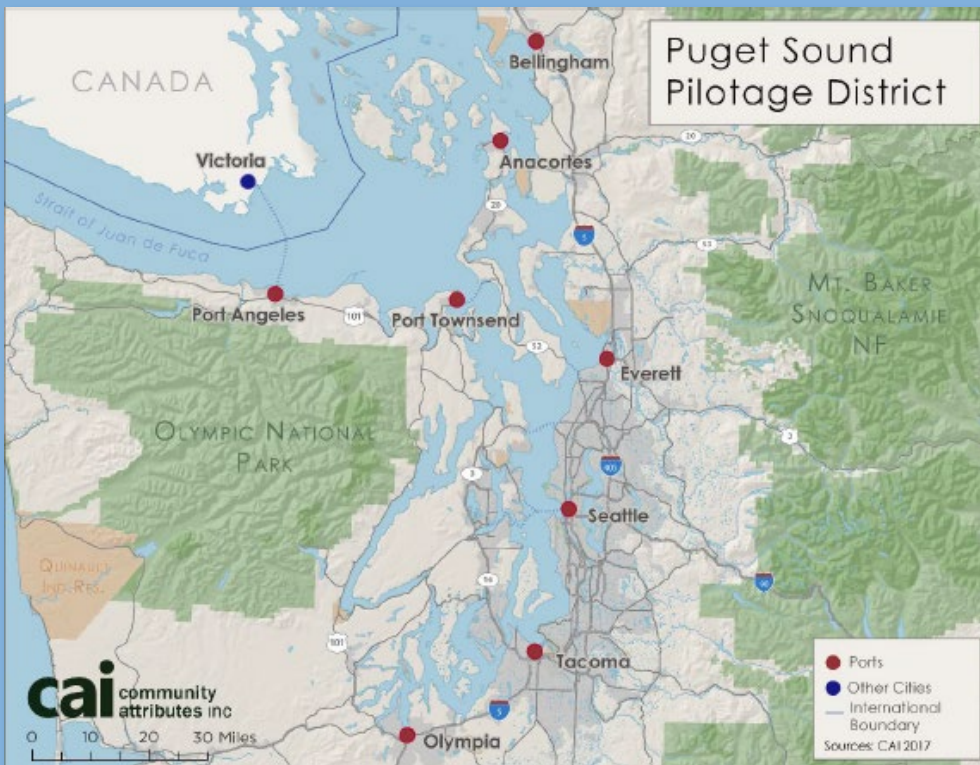
# 2021 Overview and Activities

## Pilotage Activity in Puget Sound

In 2021, Puget Sound Pilots had a total of 6,955 revenue producing assignments, of which 6,738 were actual moves, and 217 were cancellations.

In addition, there were 1,327 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 48.6, not including the president, who acts as a full-time administrator (see Page 18 for roster of Licensed Pilots). The average number of assignments per pilot per month in 2021 was 12, or 144 assignments per year.



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

Image: A pilot climbs the Jacob's ladder after transferring from the pilot boat in Port Angeles. Image courtesy of Puget Sound Pilots.



# 2021 Overview and Activities

## Pilotage Activity in Puget Sound (cont'd)

In 2021 there were 26,177,940 metric tons of containerized cargo processed through the Northwest Seaport Alliance Gateway (Seattle and Tacoma). Containerized cargo represents 95% of all cargo processed through the Gateway.

The majority of containerized exports from our region are agricultural and forest products. Alfalfa and other hay has become a top export to Asia with Chinese demand nearly doubling in the last two years from 800,000 metric tons to more than 1.5 million metric tons. Another top export to Asia is frozen french fries – a value-added product exported in much larger quantities than fresh potatoes.

Containerized exports were down 13% in volume (TEUs) in 2021 compared to 2020, although the value of the smaller volume of goods was up 8%, to almost \$16 billion.

Containerized imports were up 2% in volume (TEUs) in 2021 compared to 2020, with the value up 18% to \$59 billion. Most of the imported cargo is manufactured goods such as furniture, apparel, home appliances, and auto parts.

In addition, 5.2 million metric tons of bulk grain was exported through the Temco terminal in Tacoma, and 1.5 million metric tons were exported through the Pier 86 terminal in Seattle.

### Puget Sound District Monthly Pilotage Assignments

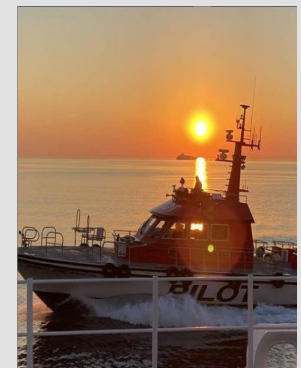
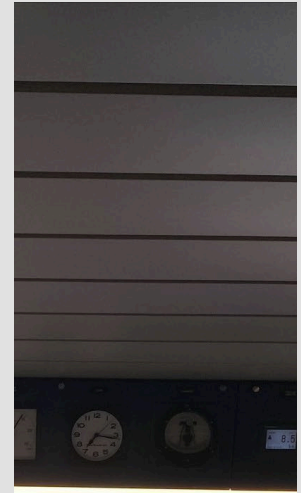
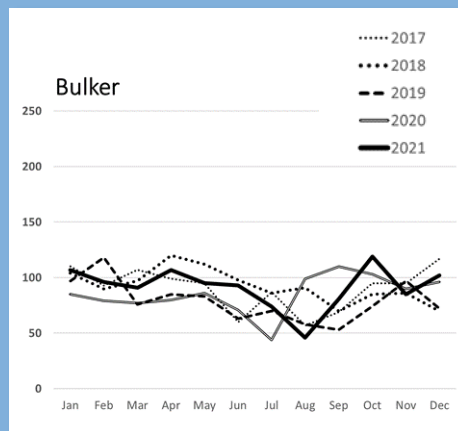
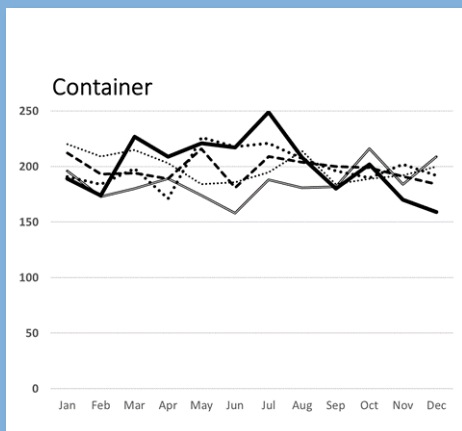


Image: A view from the bridge (above) and pilot boat JUAN DE FUCA (below). Images courtesy of Puget Sound Pilots.

Data Sources: [Cargo Statistics | Northwest Seaport - Port of Tacoma \(nwseaportalliance.com\)](#)

[Value of ag exports is up, but there's a hitch \(tricitibusbusinessnews.com\)](#)

[Year-end hay exports set new records | Hay and Forage Magazine](#)

[Port Profiles with destination countries | Open Ag Transport Data \(usda.gov\)](#)



# 2021 Overview and Activities

## Pilotage Activity in Puget Sound (cont'd)

After a year with virtually zero cruise ship activity, things began returning to normal in 2021, with 220 passenger ship pilotage assignments, 50% of the pre-pandemic number in recent years. A return to a full cruise schedule is expected in 2022.

Oil tanker traffic began to increase to pre-pandemic levels in 2021 as well, with tanker pilotage assignments up 7% over 2020 levels.

Auto imports increased 4% in 2021, with 162,484 automobiles imported through Puget Sound ports.

### Puget Sound District Monthly Pilotage Assignments

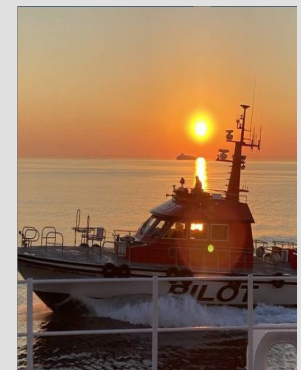
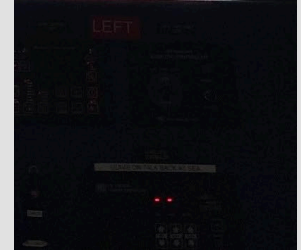
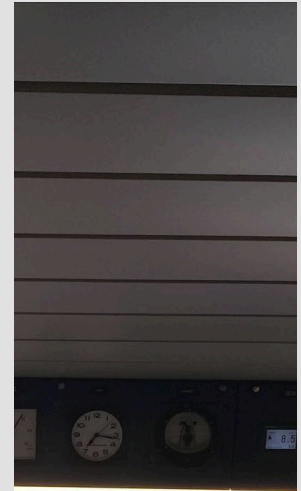
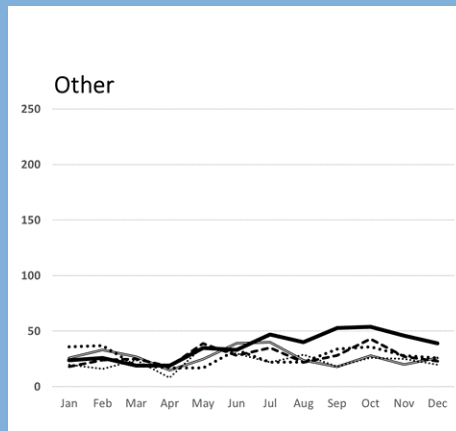
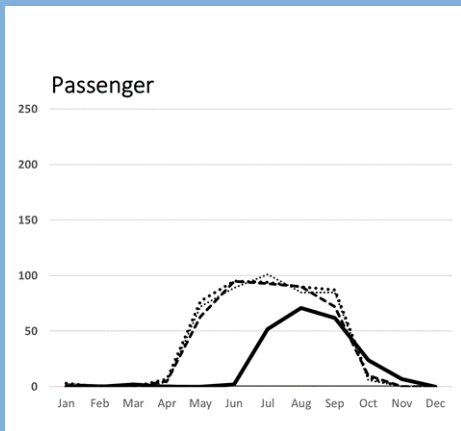
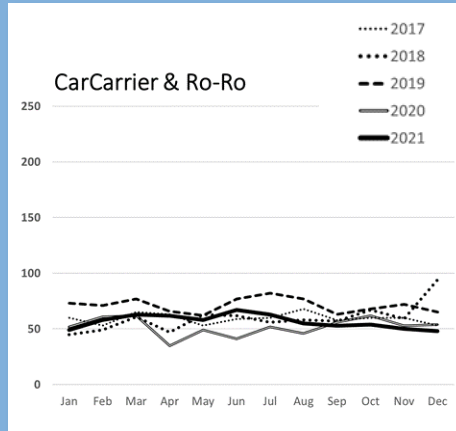
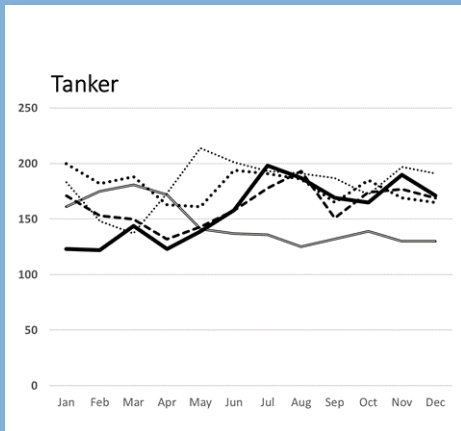


Image: A view from the bridge (above) and pilot boat JUAN DE FUCA (below). Images courtesy of Puget Sound Pilots.





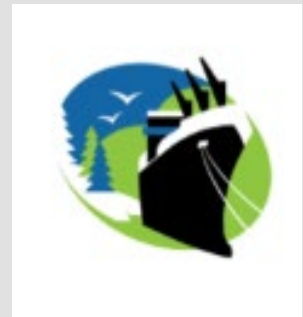
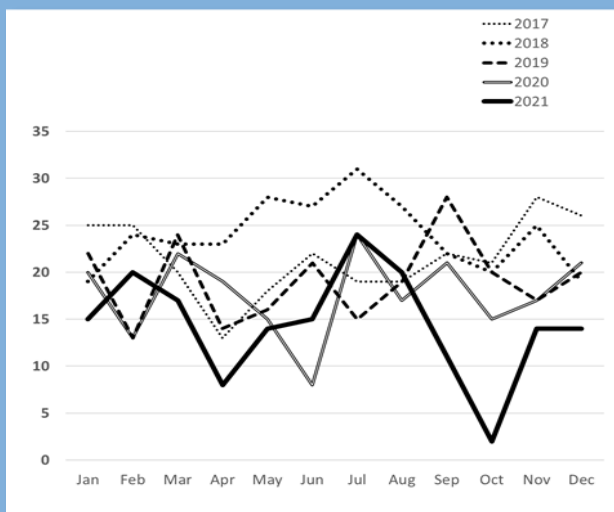
# 2021 Overview and Activities

## Pilotage Activity in Grays Harbor

In 2021, the Port of Grays Harbor had a total of 174 piloting assignments (including 2 cancellations), resulting from 64 vessel arrivals. There was one active full-time pilot, (see Page 18 for roster of Licensed Pilots). The average number of assignments per pilot per month in 2021 was 15.



Grays Harbor District Monthly Pilotage Assignments (all vessel types)



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

Image: Captain Bobby D'Angelo during a pilot transfer (above) and Port Grays Harbor's logo. Courtesy of the Port of Grays Harbor [www.portofgraysharbor.com](http://www.portofgraysharbor.com).



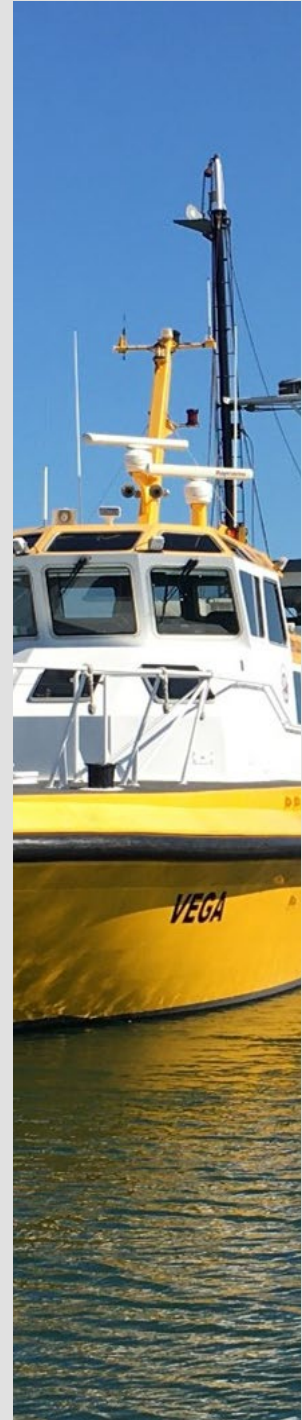


# 2021 Overview and Activities

## Pilotage Activity in Grays Harbor (cont'd)

Loading operations at Terminal 2 were unexpectedly interrupted when the ship loader boom collapsed on September 1, 2021. This loader is used by the Port's largest customer, AGP (Ag Processing, Inc.) which exports soymeal to Southeast Asia. AGP operates six soybean processing plants in Iowa, Minnesota, Missouri, Nebraska, and South Dakota. AGP ownership is composed of local and regional cooperatives representing approximately 200,000 farmers throughout the US.

Operations resumed November 2, 2021 using two portable loaders until the ship loader was repaired and commenced operations Jun 31, 2022.



Data Source: [Conveyor breakdown impacts vessel, rail traffic at Port of Grays Harbor | The Daily World](#)

Image (top): View of AGP's export facility at the Port of Grays Harbor. Image courtesy of the Port of Grays Harbor <https://www.portofgraysharbor.com/news-and-info>.

Image (bottom): A Bulker at Terminal 2 using a temporary loader. Images courtesy of the Port of Grays Harbor

Image (right): Pilot boat VEGA (below). Images courtesy of the Port of Grays Harbor.



# Board Members, Expenses, & Revenue

## Board Members (as of 12/31/2021)

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 12/26/2022
***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

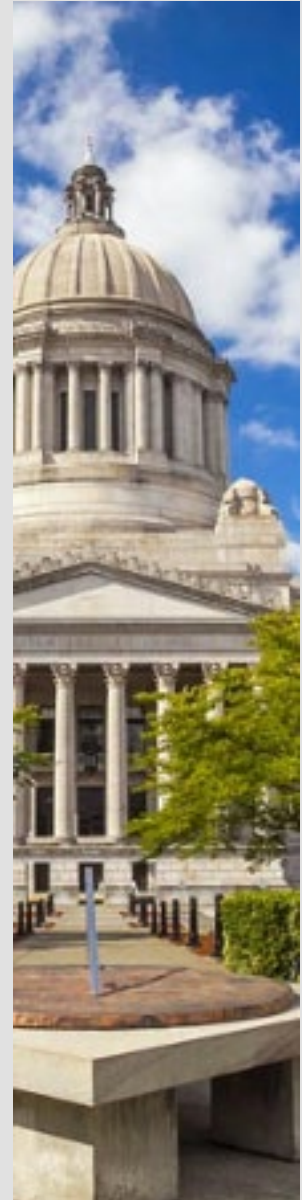




Image: Washington State Capitol Building. <https://thehill.com/blogs/blog-briefing-room/news/476901-olympia-now-largest-city-in-pacific-northwest-offering-free/>



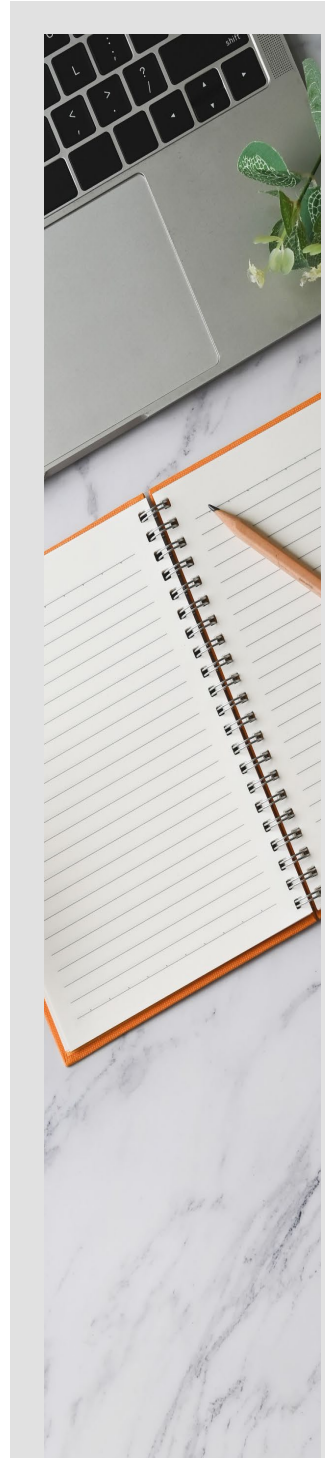
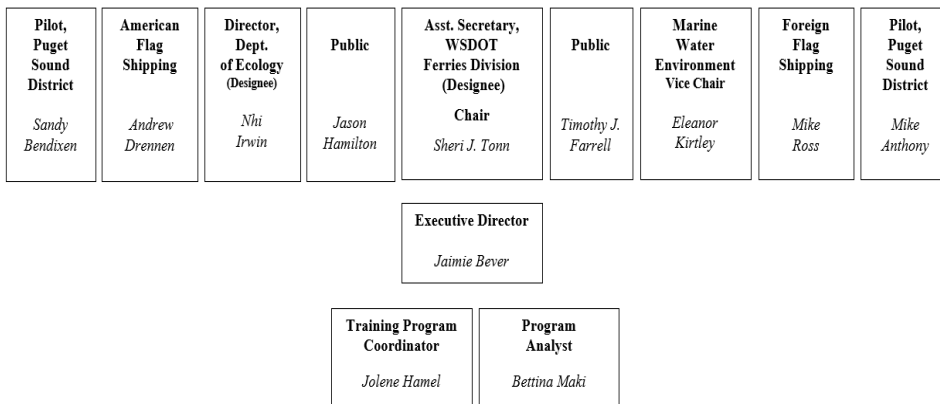
# Board Members, Expenses, & Revenue

## BPC Staff (as of 12/31/2021)

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 12/31/2021)

RCW 88.16.010



# Board Members, Expenses, & Revenue

## Expenses

Expense	Amount	Percentage
Insurance (SILA) (1)	\$ 1,562,738	52%
Trainee Stipends (2)	819,200	27%
Salaries & Benefits (3)	355,935	12%
Goods & Services (4)	99,924	3%
Contractual Services (5)	120,067	4%
Legal Services	31,419	1%
Travel (6)	1,768	0%
<b>TOTAL</b>	<b>\$2,991,051</b>	

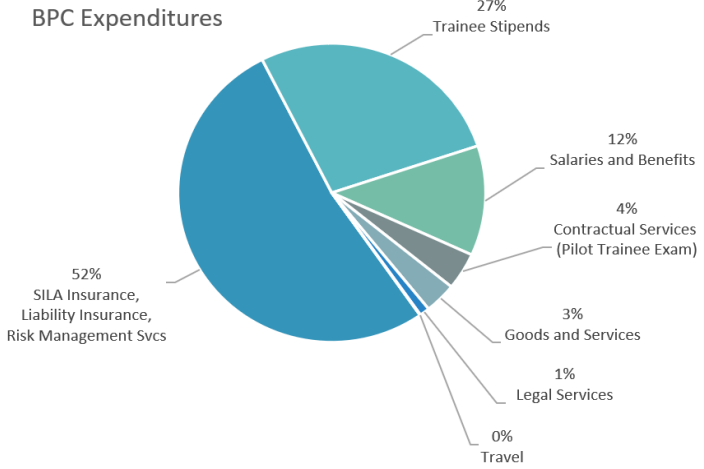
*Notes:*

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 specified in WAC 363-116-300 and paid to each trainee at a monthly rate of \$8,000 if the stipulations contained in WAC 363-116-078(10) are met. The number of trainees in the program fluctuates throughout the year.

3. In 2021, Board staff included 3 full-time employees (FTEs).

Category also includes per diem BPC commissioners. 4. Goods and Services in 2021 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. Contractual Services in 2021 included exam consultants for the 2021 pilot training program entrance exam.

6. Travel costs in 2021 were significantly reduced due to the pandemic but included commissioner mileage and parking reimbursement for any in-person meetings; hotel, airfare and per diem for Chair 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.





# Board Members, Expenses, & Revenue

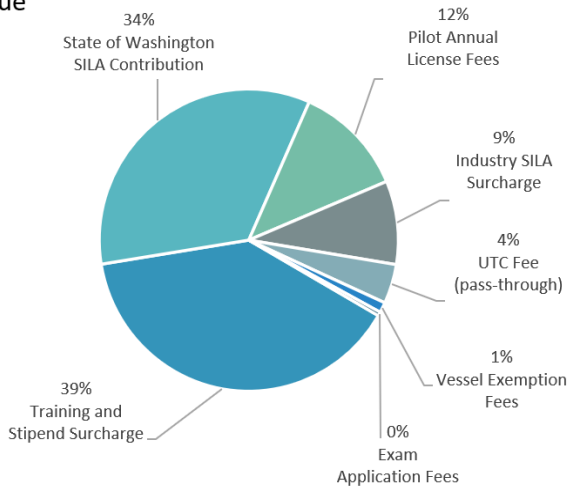
## Revenue

Revenue Source	Amount	Percentage
Training and Stipend Surcharge	\$ 1,144,593	39%
State of Washington SILA Contribution	1,000,000	34%
Pilot Annual License Fees	352,000	12%
Industry SILA Surcharge	261,744	9%
UTC Fee (pass-through)	123,336	4%
Vessel Exemption Fees	32,500	1%
Exam Application Fees	12,000	0%
<b>TOTAL</b>	<b>\$ 2,926,173</b>	

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.

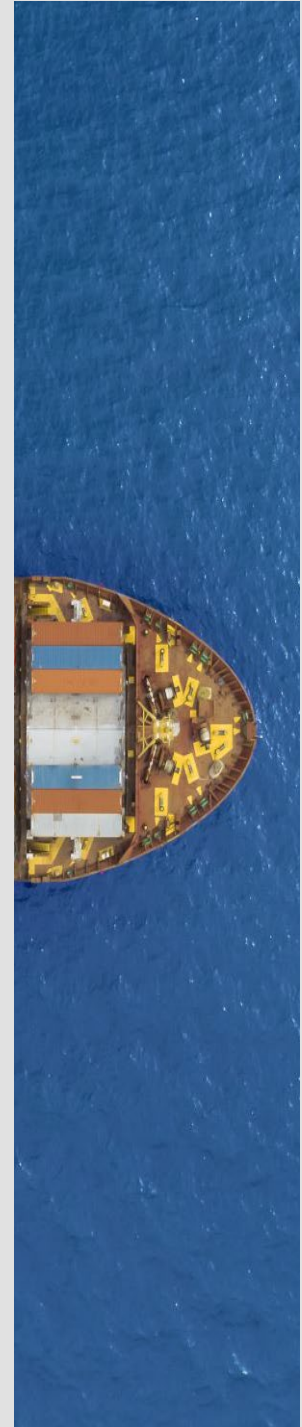
The Board's biennial budget was approved by the Washington State Legislature during the 21/23 budget bill session in 2021. The Board requested and received additional funds through a supplemental budget request in 2022.

### BPC Revenue



paid to each trainee at a monthly rate of \$8,000 if the stipulations contained 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, including the pilot exam, trainee equipment, and legal fees.

A negative balance between Revenue and Expenses results from the timing of the state SILA appropriation (Fiscal Year not Calendar Year).



# Licensed Pilots (as of 12/31/2021)

Pilot – Puget Sound	No.	Yrs.
Anacker, D. Scott	183	9
Anthony, Michael	184	9
Bendixen, Sandra P.	201	3
Bouma, Blair W.	181	10
Bozina, Trevor	208	1
Brusco, David E.	179	11
Bujacich, Jack P.	164	15
Carley, W. Bud	186	8
Carlson, Ivan J.	165	15
Carstensen, James	195	6
Coleman, Scott	191	7
Coryell, Thomas D.	189	8
* Emerson, Larry P.	126	33
Galvin, Jamie	192	7
Gartner, Ryan	215	<1
Grieser, Kenneth	202	2
Grobschmit, David W.	169	14
Hannuksela, James	175	13
Hannuksela, Matt	212	1
Henderson, J. David	197	4
* Henshaw, Brian F.	155	21
Hunter, Philip	199	4
Jensen, Brian	193	7
Kalvoy, Jostein E.	170	14
Kearns, James T.	182	9
Kelleher, Neil	196	5
Kelly, Patrick S.	167	15
Klapperich, Eric	172	13
Knutsen, Severin	214	<1

Pilot – Puget Sound	No.	Yrs.
Kridler, Keith	206	2
Lowe, Bradley	194	6
* Lowery, William W.	187	8
McGourty, Neil	213	1
McGrath, Travis	203	2
Melin, David	207	2
Miller, J. Matt	210	1
Moore, Nick	216	<1
Moreno, Stephan E.	178	12
Myers, Rodney	200	4
Newman, Alec J.	125	33
Ninburg, E. Pat	205	2
Rounds, Christopher	198	4
Scragg, John C.	180	11
Seamans, A.	204	2
Semler, Joe	156	21
Semler, Steve	174	13
Seymour, Larry	177	12
Siddell, Joe	211	1
Sliker, William J.	166	15
Soriano, D. B.	122	35
Thoreson, George	176	13
Velarde, Pete	209	1
von Brandenfels, Eric	148	26

Pilot – Grays Harbor	No.	Yrs.
D'Angelo, Robert	15	28

\* Retired in 2021

**Number of PS Pilots  
on 12/31/2020: 51**

**Pilots Retired  
in 2021: 3**

**Pilots Licensed  
in 2021: 3**

**Number of PS Pilots  
on 12/31/2021: 51**

**Number of GH Pilots  
on 12/31/2020: 1**

**Pilots Retired  
in 2021: 0**

**Pilots Licensed  
in 2021: 1**

**Number of GH Pilots  
on 12/31/2021: 1**

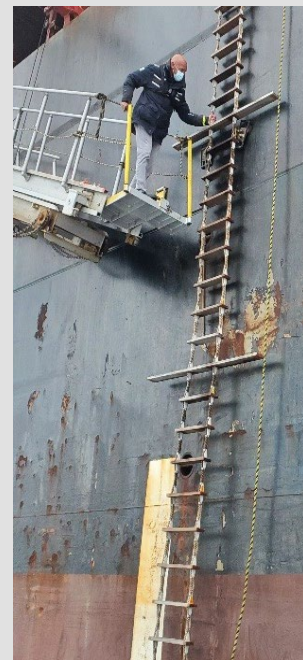


Image: Captain Brusco disembarking an MSC vessel in Port Angeles. Image courtesy of Puget Sound Pilots.



# Pilot Exam, Training Program and 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 BPC held an exam on April 5, 2021, to establish a list for entry into a pilotage training program for either the Puget Sound or Grays Harbor Pilotage Districts. A total of 40 application forms were received. Three applicants did not meet the minimum requirements to take the exam.

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. Twenty-two applicants advanced to the Simulator Evaluation, scoring above the minimum cut score. 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 11 candidates was established from the combined results of both phases of the exam. As of August 31, 2022, five candidates from the 2021 exam have started training in Puget Sound and two in Grays Harbor.

### 2021 Exam – Successful Applicants Ranking and Preferred Districts

#1	Stephen Scott	GH/PS	#7	Ryan Leo	GH/PS
#2	Mitchell Hetterle	GH/PS	#8	Joel Michaelson	PS
#3	William Kelly	GH/PS	#9	Colby Grobschmit	GH/PS
#4	Michael Mancini	PS	#10	Harlow Wood	PS
#5	George Fleischfresser	GH/PS	#11	Nicholas Sabbath	GH/PS
#6	Billie Sturgell	PS			

*In the exam process, applicants are identified only by number, which is set by an independent third party.*



# Pilot Exam, Training Program and Licensure

## 2018 Pilot Exam – Waiting List and Licensure Status

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



Image: Pilot trainees Captains Gartner and Moore training in the Duwamish Waterway. Courtesy of Puget Sound Pilots.





# Pilot Exam, Training Program, and Licensure

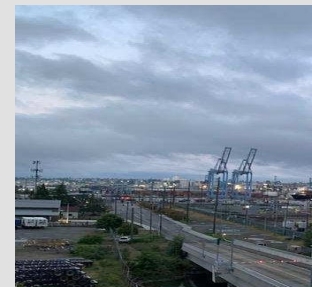
## Pilot Training Program

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; 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. While the Board would have paid a \$8,000/month stipend to the trainees while they are in the program if the minimum monthly requirements are met, the Board adopted emergency language, as described in the first section of this report, to allow trainees to continue to receive full stipend even as the pandemic reduced their opportunity for trips.

The Training Program consists of three phases: Observation, Training, and Evaluation. The Observation Phase is aimed at familiarization of different locations, piloting styles, and types of vessels. The Training Phase 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. The Evaluation Phase 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 been trained as trainers, for all phases of the Training Program.



*Image: Puget Sound pilot trainee Captain Eric Michael during a training trip. Image courtesy of Puget Sound Pilots.*



# Pilot Exam, Training Program, and Licensure

## Pilot Training Program (cont'd)

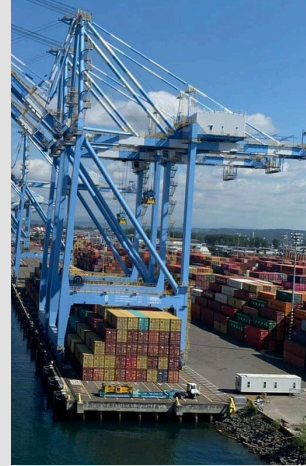
Throughout the Training Program, the trainees will be called before the BPC's Trainee Evaluation Committee (TEC) for discussion and review of their progress. The TEC gives updates on all trainees to the Board at monthly meetings. Prior to licensure, the "First Class Pilot of vessel of unlimited tonnage 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 duplicate 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 USCG West Virginia.

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



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



*Image: Puget Sound pilot trainee Captain Andrew Stewart during a training trip in Tacoma. Image courtesy of Puget Sound Pilots.*



# Diversity, Equity, and Inclusion

## Overview

The Washington State Board of Pilotage Commissioners (BPC/Board) is committed to 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 seventh 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 2021, the BPC continued to persevere through the COVID-19 pandemic by connecting with a diverse population of mariners as well as providing 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/PSP Joint Diversity Committee (JDC), described further below, continues to examine barriers and implement measures to attract a diverse pool of candidates toward a career as a licensed marine pilot.

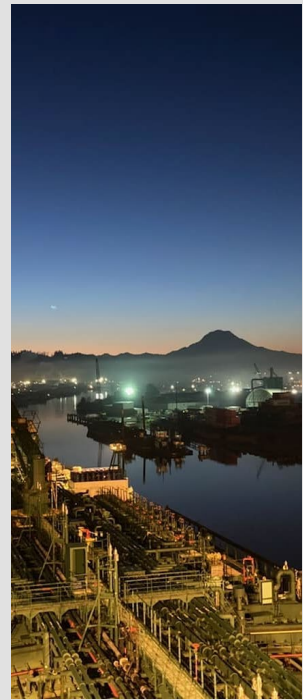
Over the past decade, there have been between 50 and 56 authorized licensed pilots at a time in the Puget Sound Pilotage District and between 2 and 3 in the Grays Harbor Pilotage District. The number of pilots is periodically reviewed by the Board to optimize safety and efficiency based on the annual average assignments per pilot. From 2011-2021, 33 pilots have been licensed and 43 have retired, giving an annual turnover of one pilot per year.

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 BPC's Joint Diversity Committee (JDC) developed an increased understanding of potential barriers faced by a broad range of the community to becoming a marine pilot.

The Committee is using a two-pronged approach focusing on (1) women and BIPOC (Black, Indigenous, and People of Color) already in the mariner pipeline, and (2) raising awareness among young people of all backgrounds about the benefits of a career in the maritime industry.

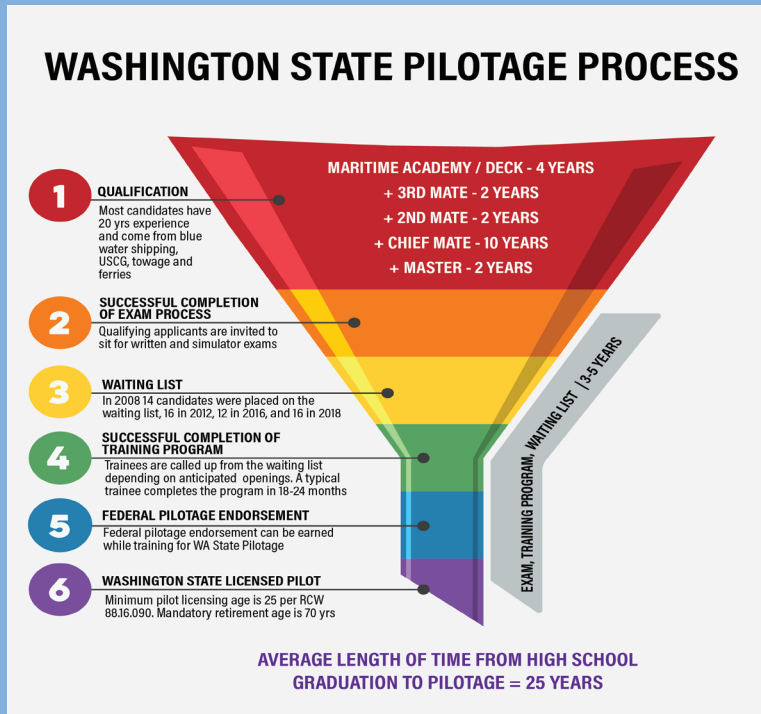
***Our vision:***  
***Promote,***  
***establish,***  
***and maintain***  
***a pilot corps***  
***that reflects***  
***the people of***  
***Washington***  
***State***  
***by increasing***  
***diversity***  
***among***  
***state-licensed***  
***marine pilots.***



*Image: NAVIG8 TURQUOISE at Seaport Sound Terminal in the Hylebos waterway, Tacoma. Image courtesy of Puget Sound Pilots.*



# Diversity, Equity, and Inclusion



The process of becoming a pilot is a years-long endeavor consisting of multiple steps.

## Diversity in the Pilotage Pipeline

Despite the global merchant marine industry being one of the most culturally and ethnically diverse industries in the world, a very small percentage of people who rise through the ranks to licensed marine officer or pilot positions in the United States come from a minority background. A career recruiter reviewed merchant mariner demographics and found that "the most common merchant marine is White, making up 68% of all merchant marines. Comparatively, there are 16% Hispanic or Latino, 9% Black or African Americans, 4% Asian, and 1% American Indian and Alaska Native."<sup>1</sup>

A look at gender diversity in maritime positions reveals a similar issue. Today women represent only 2% of the world's 1.2 million seafarers. Of that small number, 94% of female seafarers work in the passenger cruise industry, generally in staff roles.<sup>2</sup> In 2017, 37 state licensed pilots across the U.S. were female, representing just 3% of the more than 1,200 licensed pilots in the U.S.<sup>3</sup>

The industry also lacks age diversity as it faces attrition of licensed mariners due to its aging workforce. Washington State's Office of Maritime, Office of Economic Development and Competitiveness reported that in 2013, the

*The BPC  
welcomes and  
explores new  
ideas and  
creative  
solutions.*



1. Merchant Marine Statistics, <https://www.zippia.com/merchant-marine-jobs/demographics/>  
2. Seafarer Women - Perception of the Seafaring Career, <http://www.wseas.us/e-library/conferences/2013/Brasov/EPLS/EPLS-01.pdf>  
3. Washington State Pilotage Final Report and Recommendations, [http://leg.wa.gov/JTC/Meetings/Documents/Agendas/2017%20Agendas/Dec%202017%20Meeting/Pilotage\\_FinalReportExecSumDRAFT.pdf](http://leg.wa.gov/JTC/Meetings/Documents/Agendas/2017%20Agendas/Dec%202017%20Meeting/Pilotage_FinalReportExecSumDRAFT.pdf)





# Diversity, Equity, and Inclusion

## Diversity in the Pilotage Pipeline (cont'd)

average age of mariners in the state was 54 years and called on industry stakeholders to focus on recruitment pipelines for youth in its 2017-2019 strategic plan.<sup>4</sup> In 2019, Washington Maritime Blue was created to “align the vision of industry, ports, public agencies, research institutions and non-profit organizations to make our region a hub of blue innovation”.<sup>5</sup> Maritime Blue is working with Youth Maritime Collaborative, which aspires to provide access to maritime careers to low-income youth and BIPoC. In 2021, the BPC joined Maritime Blue as a government member.

The BPC endeavors to contribute to increasing diversity in the maritime industry employee pipeline. The JDC is raising awareness among K-12 students, including youth groups such as Youth Maritime Collaborative, Sea Scouts, and in-school visits. The JDC is also reaching out to maritime academies to achieve licensure.

## Protecting Against Bias

As mentioned in the previous section, the Training Program has three phases: Observation, Training, and Evaluation. During the Evaluation Phase of training, the Supervising Pilot remains “hands off” unless a significant problem is developing. If the Supervising Pilot must take over a maneuver from a “trainee”, this action is called an intervention. The BPC has developed a definition for an intervention and has established the maximum number of interventions at which time a trainee is dismissed from training.

In 2016, the BPC retained an expert in testing and examination to provide a psychometric evaluation of the pilot training program, to ensure that the examination and training process itself did not contain implicit bias. The analysis resulted in identifying training and evaluation criteria supporting equality of opportunity among trainees. The criteria are linked to the job functions of a pilot.

In the 2018 application process, the BPC offered Train-the-Trainer courses to pilots who complete trip evaluations forms on the trainees and collected Observation, Training, and Evaluation Documents, as well as trainees who are in the program. As new trainees join the program, train-the-trainer courses are offered for them, and licensed pilots are invited to join the course for a refresher.

The Board will continue to develop and implement measures to help ensure that all the processes used to ultimately license are free from bias and discrimination.



*Washington State has licensed marine pilots since 1935. While Washington State pilotage has had limited success attracting cultural diversity in its history, until 2018 there had not been a female pilot licensed in Washington State. In April 2016, Captain Sandy Bendixen achieved exam scores that placed her at the top of the trainee waiting list. She began training as a Puget Sound pilot in May 2017 and received a state license to pilot in the Puget Sound Pilotage District in September 2018. You can read her story [here](#).*

*Image: Captain Sandy Bendixen courtesy of The Northwest Seaport Alliance.*

4. Proposed Strategic Plan for Washington State Maritime Sector <https://maritimeblue.org/strategy/>

5. Washington Maritime Blue <https://maritimeblue.org/>



# Diversity, Equity, and Inclusion

## Recruiting for Diversity, Equity, and Inclusion

Marine pilots are among the most experienced and skilled mariners in industry. The experience, knowledge, and skill required to qualify as a marine pilot can only be acquired over the course of a career. Consequently, the average age of a newly licensed pilot in Washington is 43. This, when combined with the low representation of women and BIPOC 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 the low participation of women and BIPOC in the maritime industry, the pool of candidates will continue to be predominantly white and male, and diver in pilotage will be a long-term challenge.

The BPC's recruiting initiatives for the 2021 underscore this point. In advance of 2021 exam, the JDC 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 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).

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 the low participation of women and BIPOC in the maritime industry, it is imperative that the industry, government, education, and non-profit 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 recognize the low participation of women, BIPOC, and young people in the industry, and have launched initiatives designed to seek out, educate, and encourage members of various communities to consider a maritime career.

***It is imperative that industry, government, education, and non-profit sectors work together to increase awareness of the maritime industry as an attractive career option among various populations***



Images: Partnerships for Diversity, Equity, and Inclusion. Women's International Shipping and Trading Association <https://wistainternational.com/>, Youth Maritime Collaborative <https://youthmaritimecollaborative.org/about-us>, Maritime Administration's Women on the Water Conferences <https://www.maritime.dot.gov/education/11th-annual-women-water>, Port of Seattle's Office of Diversity, Equity & Inclusion <https://www.portseattle.org/about/EDI/>, Washington State Office of Equity <https://equity.wa.gov/>



# Diversity, Equity, and Inclusion

## Recruiting for Diversity, Equity, and Inclusion (cont'd)

A sampling of these efforts include:

- The theme of the 2019 World Maritime Day, organized by and involving was "Empowering Women in the Maritime Industry."
- In 2020, the International Maritime Association (IMO) and Women's International Shipping & Trading Association (WISTA) signed a Memorandum of Understanding (MoU) to increase gender diversity at the management and leadership level and declaring greater diversity and with a survey in 2021 to assess the status of women in the maritime industry<sup>6</sup>.
- The U.S. Maritime Administration (MARAD) has supported "Women on the Water Conferences" for the past nine years. Held at maritime academies, these conferences are designed to support women in maritime careers by providing workshops designed to help women navigate through the maritime industry to achieve their goals. The conferences also provide cadets with valuable information for their futures and connections with established maritime professionals.

### 3. Innovation May Accelerate the Process

Third, the charge of the JDC 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 JDC hosted an exam 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 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 school programs that introduce young people to a seafaring career as a professional mariner; and
- Minimize bias involved in the training program and ultimate licensing of pilots.



### 6. IMO and WISTA International Launch First Women in Maritime Survey

<https://ihsmarkit.com/research-analysis/imo-wista-international-launch-firstwomen-in-maritime-survey.html>

Images: Partnerships for Diversity, Equity, and Inclusion in the maritime industry. Washington state Ferries

<https://wsdot.wa.gov/travel/washington-state-ferries>, Women Offshore <https://womenoffshore.org/>, Sea Sisters

<https://www.seasisters.org/>, Melanated Mariners <https://www.linkedin.com/in/buki-hough/>, Sea Potential

<https://www.letsseapotential.com/>, Organization of Black Maritime Graduates <https://www.obmg.org/>



# Oil Transportation Safety

## Overview

A catastrophic oil spill could cause potentially irreversible damage to the endangered South 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 Escorts 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



Image: The tanker POLAR RESOLUTION in Anacortes. Image courtesy of Puget Sound Pilots.





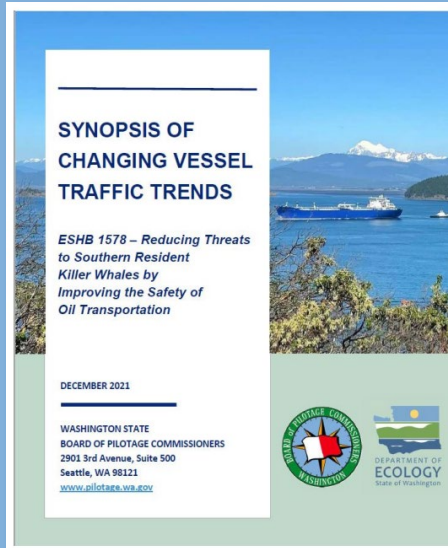
# Oil Transportation Safety

## 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>	

## 2021 Deliverables

By December 31, 2021, ESHB 1578 required the Board to submit to the Legislature a **Synopsis of Changing Vessel Traffic Trends**. The purpose of the synopsis was to compare tank vessel traffic pre and post implementation of the September 1, 2020 statutory implementation of tug escorts on tank vessels between 5,000 and 10,000 deadweight tons in Rosario Strait and Connected Waterways East. The Board approved the Scope of Work for the synopsis and the report was prepared by the Department of Ecology, as outlined in the interagency agreement. BPC submitted the report on December 14.

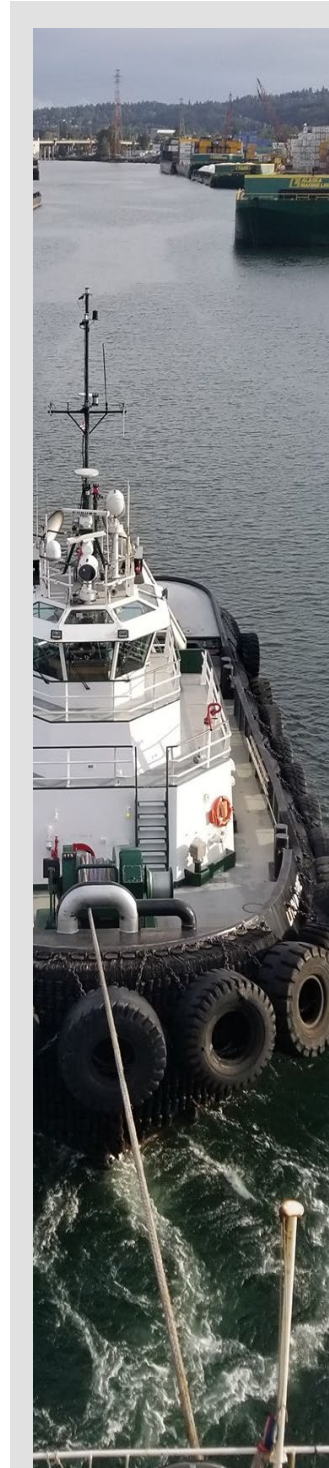


# Oil Transportation Safety

## 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



# Reports of Incident and Marine Safety Occurrences

## Pilot's Report of Incident

WAC 363-116-200(1)(a): A state licensed pilot and a state licensed pilot trainee involved in an incident shall notify the Board by telephoning or radioing the Marine Exchange of Puget Sound as soon as the situation is stabilized or within one hour of reaching shore. In addition, all incidents shall be reported 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. In any event where a pilot or pilot trainee is unaware of the occurrence of an incident at the conclusion of his/her piloting assignment, the pilot and pilot trainee shall file a Report of Incident within ten days of being informed piloting assignment, the pilot and pilot trainee shall file a Report of Incident within ten days of being informed of the occurrence of the 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 2021

District Filed	Vessel	Board Ruling
Puget Sound	<i>ATB VISION</i>	Incident with no pilot error and minor damage. (Ruling 4/18/2021)

While preparing to retrieve the towline, the tug TANERLIQ landed alongside *VISION's* starboard quarter. The tire fenders slipped above *VISION's* bulwark and caused metal to metal contact.

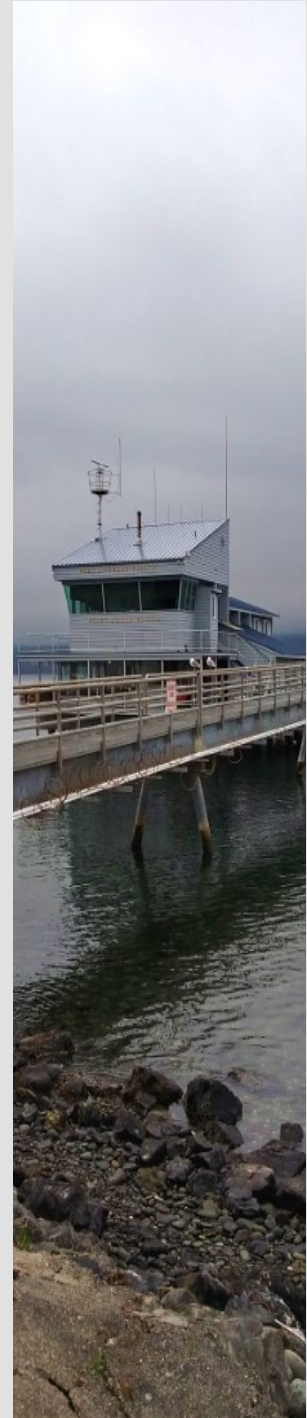


Image (above) *ATB VISION* courtesy of Joel Kifer, MarineTraffic.com  
 Image (right): Puget Sound Pilots pilot station in Port Angeles.





# Reports of Incident and Marine Safety Occurrences

## Marine Safety Occurrences (MSOs)

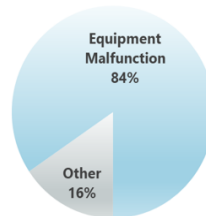
WAC 363-116-200(1)(b): A state licensed pilot and state licensed pilot trainee involved in a near-miss occurrence shall complete the Board required Report of Marine Safety Occurrence form and file it with the Board as soon as possible after the near-miss occurrence, but in no event more than ten days 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. Information relating to near-miss occurrences provided by a pilot and pilot trainee on this form shall not be used for imposing any sanctions or penalties against the pilot or pilot trainee involved in the occurrence. 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 2021

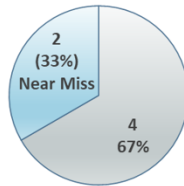
District Filed	Number Filed	Near-Miss
Puget Sound	39	17
Grays Harbor	6	2

Most marine safety occurrences result from equipment malfunctions such as engine failures (usually brief). Other causes of marine safety occurrences include fishing nets, tug lines parting, and small vessels not following the "rules of the road".

84% of Marine Safety Occurrences in 2021 were the result of Equipment Malfunctions



33% of of Marine Safety Occurrences in 2021 were Near Miss events in the Grays Harbor District



44% of of Marine Safety Occurrences in 2021 were Near Miss events in the Puget Sound District

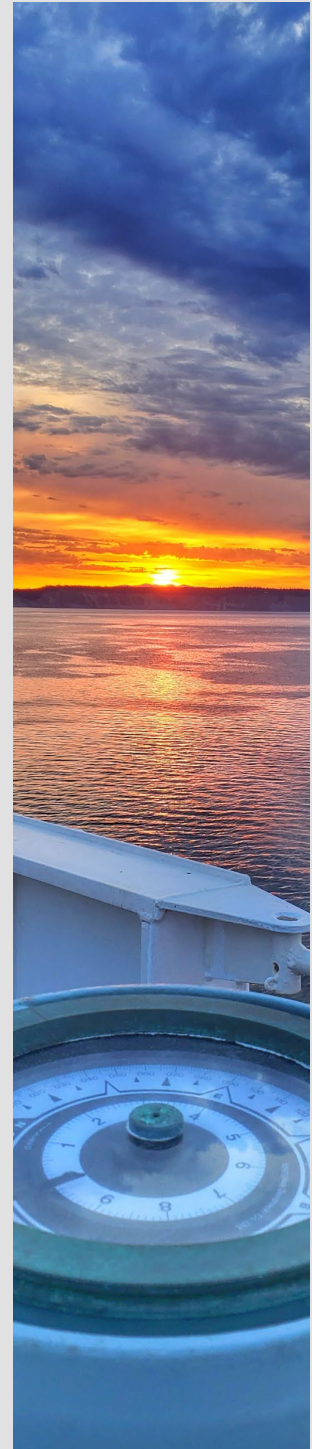
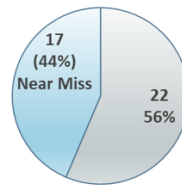


Image: Image courtesy of Puget Sound Pilots.



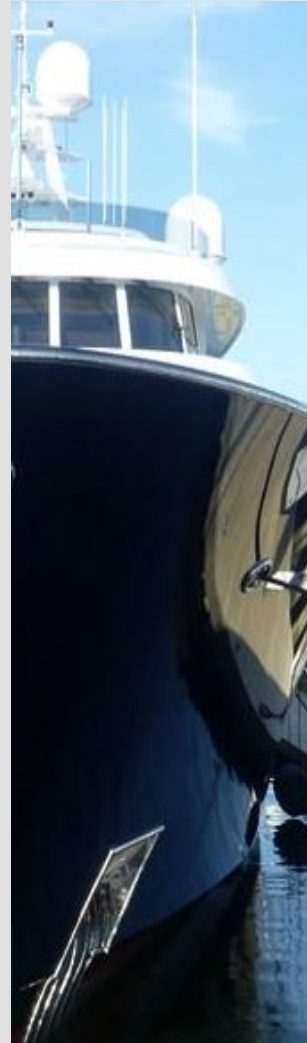


# Pilotage Exemptions

## Overview

Under the authority of RCW 88.16.070, application may be made to the Board of Pilotage Commissioners to seek exemption from the pilotage requirements for the operation of a limited class of small passenger vessels, which are not more than one thousand three hundred gross tons (international), do not exceed two hundred feet in length, and are operated exclusively in the waters of the Puget Sound Pilotage District and lower British Columbia, or yachts, which are not more than one thousand three hundred gross tons (international), and do not exceed two hundred feet in length. For purposes of this section, any vessel carrying passengers for a fee, including yachts under charter where both the vessel and crew are provided for a fee, shall be considered a passenger vessel. In 2021, the following exemption certificates were granted to qualifying vessels:

No.	Vessel	LOA (FT)	GT (INTL)	Registry	Dates	Conditions
21-01 Renewal	VICTORIA CLIPPER V	167	910	Cyprus	02/02/21 02/01/22	None
21-02 New	NEENAH	144	148	Cayman Islands	01/25/21 04/24/21	None
21-03 N	APHRODITE	130	333	Cayman Islands	05/20/21 05/19/22	Pilot Orientation & No Deception Pass
21-05 R	PALADIN	156	496	Cayman Islands	06/23/20 06/22/22	None
21-06 N	ESPIRITU SANTO	103	210	New Caledonia	06/01/21 05/31/22	No Deception Pass or Locks & Pilot Orientation
21-07 N	CHASING DAYLIGHT	164	492	Cayman Islands	05/28/21 05/27/22	No Deception Pass
21-08 N	BELLA	146	499	Cayman Islands	05/28/21 05/27/22	No Deception Pass, Locks or Duwamish & Pilot Orientation
21-09 N	BACA	143	498	Cayman Islands	05/28/21 05/27/22	No Deception Pass or Locks
21-10 N	ASPEN ALTERNATIVE	164 FT	459 GT	Cayman Islands	05/24/21 08/23/21	Pilot Orientation & No Deception Pass or Locks
21-11 N	AURORA	120 FT	414 GT	Cayman Islands	06/25/21 06/24/22	Delta Marine Capt or Pilot on 1 <sup>st</sup> trip & No Duwamish
21-12 R	ST. EVAL	114 FT	215 GT	Cayman Islands	05/26/21 05/25/22	No Deception Pass



Images: Above: M/Y PALADIN by A. Kidston, MarineTraffic.com. Below: M/Y CHASING DAYLIGHT by Glenn Ramsey, MarineTraffic.com.



# Pilotage Exemptions

No.	Vessel	LOA (FT)	GT (INTL)	Registry	Dates	Conditions
21-13 R	MARAMA	124	456	Cook Islands	07/01/21 06/30/22	No Deception Pass
21-14 N	GYRFALCON	78	54	United Kingdom	05/26/21 05/20/22	No Deception Pass or Locks & Pilot Orientation
21-15 N	KAPOWAI	66	117	New Zealand	06/02/21 09/01/21	No Deception Pass or Locks & Pilot Orientation
21-16 R	TESS	120	244	Grand Cayman	06/23/21 06/22/22	No Deception Pass
21-17 R	ARCTIC PRIDE	123	297	Jamaica	07/01/21 06/30/22	No Deception Pass
21-18 N	NOMAD	78	101	Marshall Islands	06/28/21 09/27/21	No Deception Pass, Locks, or Duwamish & Pilot Orientation
21-19 R	TRITON	163	527	Marshall Islands	07/01/21 06/30/22	No Deception Pass
21-20 R	CHEMAUN	70	196	Cayman Islands	06/11/21 06/10/22	None
21-21 N	PALIADOR	98	123	Cayman Islands	06/13/21 06/12/22	No Deception Pass or Locks & Pilot Orientation
21-22 R	GAYLE FORCE	96	190	Marshall Islands	07/04/21 07/03/22	No Deception Pass or Locks
21-23 R	MISS ANNA	112	222	Marshall Islands	06/29/21 06/28/22	No Deception Pass
21-24 R	CV-9	139	325 GT	Cayman Islands	07/21/21 07/20/22	No Deception Pass
21-25 N	MOUSETRAP	110	240 GT	Cayman Islands	07/21/21 10/20/21	No Deception Pass or Locks & Pilot Orientation
21-26 N	GRAN FINALE	147	451 GT	St. Vincent Islands	07/25/21 07/24/22	Pilot Orientation
21-27 N	COMPASS ROSE	158	621 GT	Jamaica	07/21/21 10/20/21	No Deception Pass, Locks or Duwamish & Pilot Orientation
21-28 R	ALTAIR R	87	114 GT	British Virgin Islands	07/21-21 07/20/22	No Deception Pass or Locks & Pilot Orientation
21-29 N	WOFANU	47	43 GT	Germany	07/21/21 07/20/22	Pilot Orientation

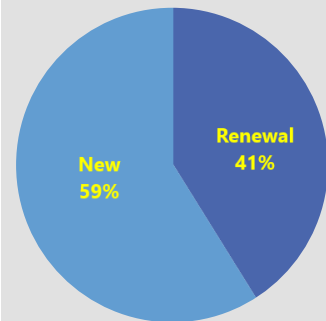
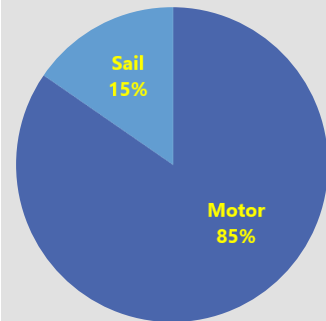
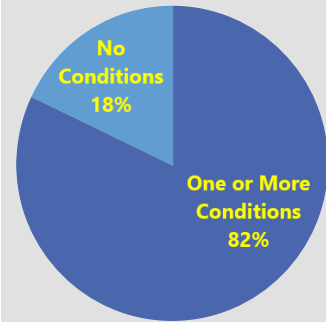


Image: M/Y ST EVAL by Mark Jacobs, MarineTraffic.com



# Pilotage Exemptions

No.	Vessel	LOA (FT)	GT (INTL)	Registry	Dates	Conditions
21-30 N	REVELRY	175	672	Cayman Islands	09/01/21 11/30/21	Pilot Orientation - to include Locks
21-31 N	CARTE BLANCHE	161	499	Cayman Islands	08/26/21 08/25/22	Pilot Orientation in GH & PS if they come to PS
21-32 R	EVVIVA	164	492	Cayman Islands	09/19/21 09/18/22	No Deception Pass or Locks w/out Pilot Orientation
21-33 R	LEONARA	90	68	Marshall Islands	09/19/21 09/18/22	No Deception Pass or Locks w/out Pilot Orientation
21-34 N	CATALINA	145	275	British Virgin Islands	09/09/21 12/08/22	No Deception Pass or Locks & Pilot Orientation
21-35 R	ICE BEAR	171	614	Cayman Islands	09/13/21 09/12/22	None
21-36 N	ZENITH	133	141	Cayman Islands	09/15/21 10/14/22	None
21-37 N	MY STAR	115	136	Cayman Islands	09/29/21 12/28/21	No Deception Pass or Locks & Pilot Orientation
21-38 N	POPEYE	115	462	Cayman Islands	12/25/21 12/24/22	No Deception Pass
21-39 N	SAFARI VOYAGER	171	1195	St. Kitts	12/30/21 12/29/22	No Deception Pass

## Vessel Exemption Committee (VEC)

At the August 17, 2021 Board meeting, the Board established via charter the Vessel Exemption Committee (VEC). The purpose of the committee is to: ensure that vessel exemption services in Washington state are conducted in an efficient and consistent manner.

The Committee will look for trends in exemptions in other districts; assess standards, fees, and conditions to impose on exemptions granted and propose WAC language if needed; and gauge compliance or lack thereof and possible penalties when needed. Committee membership includes Board members, pilots, yacht agents, and operators of small and large recreational vessels and yachts. The first meeting of the VEC took place on October 12.

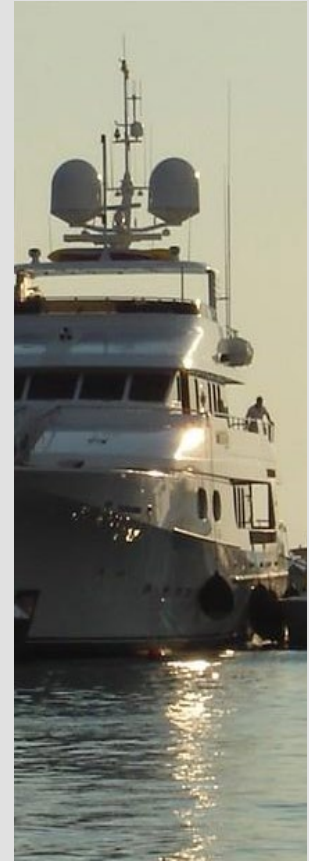


Image (top): M/Y POPEYE by Michele Cupic, MarineTraffic.com. (bottom) S/Y MY STAR by Giuseppe DellOlio, MarineTraffic.com.



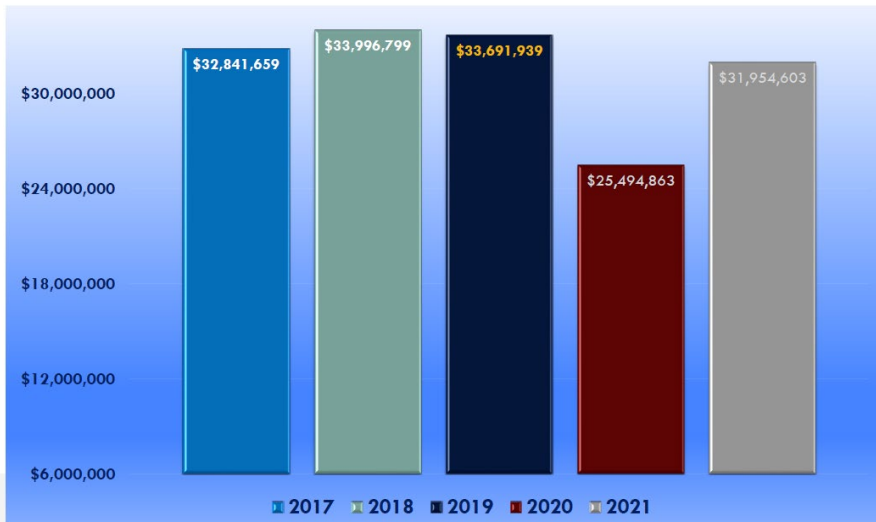
# Pilot Revenue, Expenses, and Compensation

## Puget Sound Pilotage District

	2021 Total	Average Per Pilot @ 52.9	2020 Total	Average Per Pilot @ 51.5
<b>TOTAL PILOTAGE REVENUE (Note 1)</b>	<b>\$ 31,954,603</b>	<b>\$ 603,853</b>	<b>\$ 25,494,863</b>	<b>\$ 494,731</b>
Operating Expenses (Note 2)				
Seattle Operating Expenses	(13,667,849)	(258,284)	(11,493,692)	(223,036)
Pilot Station Operating Expenses	(327,583)	(6,190)	(494,037)	(9,587)
Pilot Boats Operating Expenses	(2,067,075)	(39,062)	(1,929,462)	(37,441)
<b>Total PSP Operating Expenses</b>	<b>(16,062,507)</b>	<b>(303,536)</b>	<b>(13,917,191)</b>	<b>(270,065)</b>
<b>Balance of Revenue Pool Before Reimbursements to Pilots (Note 3)</b>	<b>15,892,096</b>	<b>300,317</b>	<b>11,577,672</b>	<b>210,885</b>
Transportation Expense Reimbursed to Pilots			(710,203)	(13,782)
Pilots Individual Business Expense (IBE) Allowance			(324,863)	(6,304)
Pilots Disability Insurance	(248,714)	(4,700)		
<b>Annual Earnings after Deductions (for Distribution to Pilots)</b>	<b>\$ 15,643,382</b>	<b>\$ 295,617</b>	<b>\$ 10,542,606</b>	<b>\$ 204,581</b>

## Pilotage Revenue

9



Pilotage Revenue 2017-2021. Slide from Shannon & Associates presentation to the BPC at the May 21, 2022 public meeting.

### Notes:

1. Pilotage Revenue excludes BPC SILA surcharge & trainee surcharge revenue.
2. Information was drawn from PSP 2020 and 2021 Audited Financial Statements. Some rounding may apply.
3. Reimbursements to Pilots are for the Transportation Expense Charge paid directly to pilots, as well as an individual out-of-pocket allowance for disability insurance, referred to as Individual Business Expense (IBE).
4. Average per Pilot uses number of pilots receiving pay, which includes retiring pilots burning comp days who do not take assignments.





# Pilot Revenue, Expenses, and Compensation

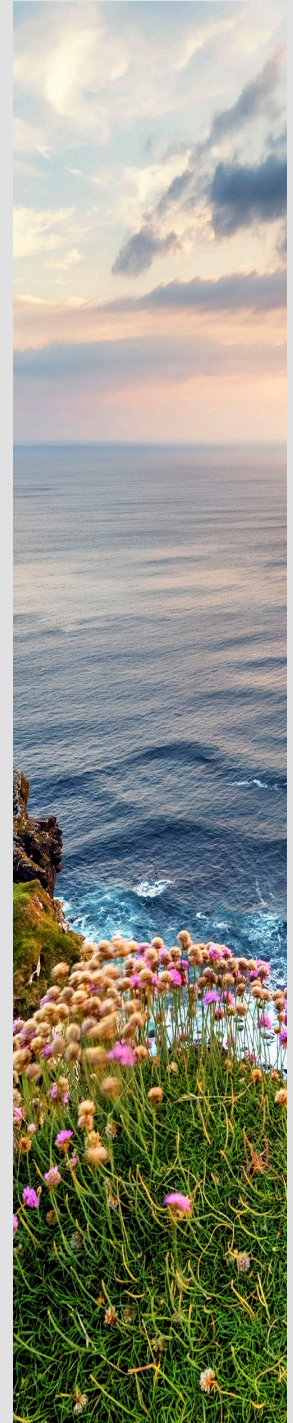
## Puget Sound Pilotage District (cont'd)

### Seattle Office Operating Expenses

	<u>2021</u>	<u>2020</u>
Attorney Fees	\$ 462,577	\$ 712,757
Callback days	389,350	n/a
BPC SILA Contribution per Senate Bill 5096	150,000	150,000
Computer Maintenance	334,496	197,271
Computer Programming	10,177	5,263
Consulting Services	235,898	153,413
CPA Fees	86,307	97,894
Depreciation & Amortization	41,704	103,910
Drug Testing	10,297	5,116
Dues	171,950	166,351
Employee Benefits	161,309	187,965
Employee Salaries	930,096	872,466
Equipment Leases	335,820	338,478
Insurance	246,233	174,673
Interest	125	2,854
License Fees – Pilots	344,500	325,000
Lobbyist	75,309	75,065
Medical Insurance – Pilots	1,644,567	1,627,729
Office Maintenance & Repair	7,638	86,529
Office Supplies	81,751	59,330
Payments to Retired Pilots/Widows – Puget Sound District (Note 5)	5,517,478	5,204,972
Payment to Retired Former Executive Director	69,502	69,502
Pilot Training	58,339	10,275
Printing & Publications	6,289	17,872
Rent & Parking	188,765	177,047
Taxes on Payroll	69,388	56,177
Taxes on Revenue	599,698	459,708
Taxes, other	1,494	548
Travel, Entertainment, Promotion	1,292,223	128,938
Telephone & Communications	21,233	22,239
UTC Regulation Fees	123,336	n/a
<b>Seattle Office Total</b>	<b>\$ 13,667,849</b>	<b>\$ 11,493,692</b>

### Port Angeles Station Operating Expenses

	<u>2021</u>	<u>2020</u>
Depreciation	\$ 41,067	\$ 45,206
Education	315	
Food	85,203	80,532
Insurance	41,326	39,572
Lodging	110	n/a
Maintenance and Repairs	63,810	41,793
Rent, Tideland Lease	3,918	4,542
Reposition of Pilots	n/a	189,406
Supplies	25,076	31,489
Taxes on Property	14,173	10,732
Telephone & Communications	22,940	22,416
Utilities	29,645	28,349
<b>Port Angeles Total</b>	<b>\$ 327,583</b>	<b>\$ 494,037</b>



#### Notes:

5. According to PSP by-laws, amounts necessary for payment of benefits under the Puget Sound Pilots Trust Contract of 1952, the Puget Sound Pilots Retirement Agreement of 1978 and the Amended Retirement Program of Puget Sound Pilots are deducted and paid to the designated beneficiaries prior to distribution of income to current pilots.



# Pilot Revenue, Expenses, and Compensation

## Puget Sound Pilotage District (cont'd)

### Pilot Boat Operating Expense

	<u>2021</u>	<u>2020</u>
Depreciation	\$ 28	\$ 28
Employee Benefits	256,593	248,732
Employee Salaries	834,299	833,776
Fuel of <i>JUAN DE FUCA</i>	178,282	105,973
Fuel of <i>PUGET SOUND</i>	126,082	130,432
Insurance	107,963	107,547
Maintenance & Operation of <i>JUAN DE FUCA</i>	24,000	388,137
Maintenance & Operation of <i>PUGET SOUND</i>	468,974	45,041
Taxes on Payroll	65,837	64,779
Taxes on Property	5,017	5,017
Pilot Boat Operations Total	\$ 2,067,075	\$ 1,929,462

### Schedule of Employees

Employee	Position
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
E. Flack	Controller
J. Rushton	Deckhand/Engineer
D. Shideler	Deckhand/Engineer
C. Costanzo	Executive Director
B. Valentine	Dispatcher/Clerk
D. Warczak	Clerk
R. Welch	Lead Boat Operator
M. Brooks	Office Manager

### Property, Boats and Equipment

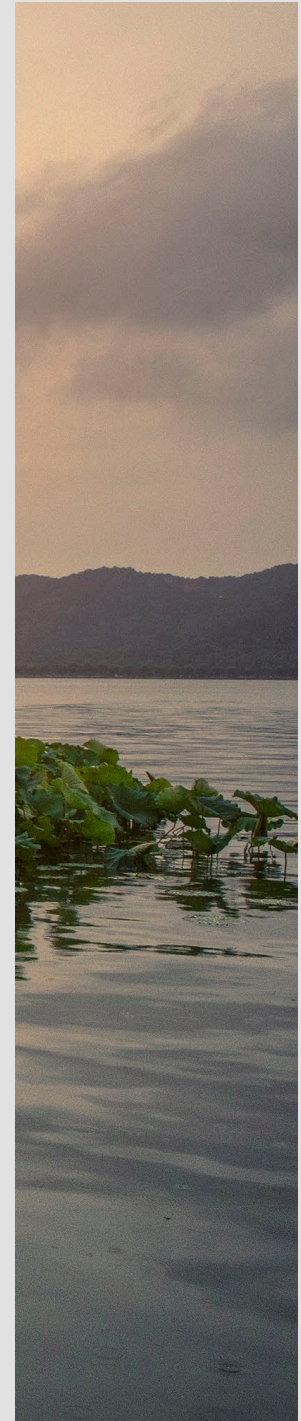
	<u>2021</u>	<u>2020</u>
Port Angeles Station Building	\$ 2,104,532	\$ 2,104,532
Port Angeles Station Furnishings & Equipment	150,684	150,684
Pilot Boat <i>JUAN DE FUCA</i>	3,221,448	3,221,448
Pilot Boat <i>PUGET SOUND</i>	3,639,784	3,639,784
Seattle Office Furnishings, Furniture, Computers, & Equipment	781,727	781,727
Portable Pilot Units	0	0
Portable Radio Equipment	0	0
Total building, boats, furnishings, and equipment	\$ 9,898,175	\$ 9,898,175
Less Accumulated Depreciation & Amortization	(9,120,143)	(9,037,343)
Net property, boats, and equipment	\$ 778,032	\$ 860,832



# Pilot Revenue, Expenses, and Compensation

## Grays Harbor Pilotage District

	2021 Total	2020 Total
Revenue		
Pilotage Services Revenue (Notes 1,2)	\$ 1,147,911	\$ 1,419,552
Miscellaneous Revenue	292	140
Pass through revenue for pension contribution	78,300	95,850
Pass through revenue for pilot travel allowance	18,270	22,365
<b>TOTAL PGH PILOT DIVISION REVENUE</b>	<b>1,244,773</b>	<b>1,537,907</b>
Operating Expenses (Note 1)		
Port Administrative Services	13,532	78,335
Other Pilot Division Expenses	957,987	663,752
Total Operating Expenses	971,519	742,087
Payments to Pilots		
Wages, Benefits & Incentive Pay (Note 3)	664,495	1,104,295
Travel Allowance	18,270	22,365
Total Payments to Pilots	682,765	1,126,660
Pension Contribution for Retired Pilots	78,300	95,850
Depreciation	49,082	23,691
<b>TOTAL PGH PILOT DIVISION EXPENSES</b>	<b>1,732,584</b>	<b>1,846,382</b>
<b>Grays Harbor Pilotage District Income or Loss (Note 4)</b>	<b>\$ -536,893</b>	<b>\$ -450,381</b>



### Notes:

- Information is drawn from Pilot Division Profit and Loss Statements from the Port of Grays Harbor. Rounding may apply.
- Pass through payments received for pension and travel are included under Pilotage Services Revenue.
- Licensed pilots are employees of the Port of Grays Harbor as opposed to being independence contractors belonging to an association. Employer-provided benefits include health, life, medical, and disability insurance, federal and state taxes, and retirement funding paid by the employer.
- Port of Grays Harbor absorbs or retains any loss or income from the piloting division of their operations.





# Pilot Revenue, Expenses, and Compensation

## Grays Harbor Pilotage District (cont'd)

### Port of Grays Harbor Pilotage Division Expenses

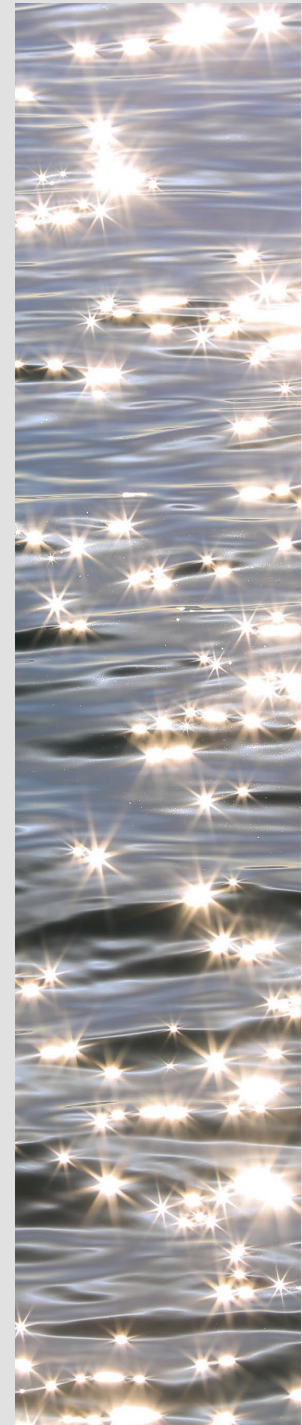
	<u>2021</u>	<u>2020</u>
Advertising	\$ 0	\$ 0
Pilot Launch Service	414,252	465,056
Depreciation	49,082	23,691
Dues & License Fees	6,700	13,200
Insurance	2,849	2,051
Legal Services	1,452	5,265
Consulting	0	0
Fire Protection Services	6,636	0
Miscellaneous Other Expenses	13,713	18,724
Pension Contribution for Retired Independence Pilots	78,300	95,850
Port Administrative Services	13,532	78,335
Repair/Maintenance	468,623	118,559
Supplies	6,912	6,354
Taxes	22,068	24,236
Telephone	1,711	4,549
Training	6,000	225
Travel/Lodging/Meals	6,534	5,533
Wages	283,723	628,309
Benefits	143,272	334,686
Gain Sharing Distribution	0	0
Incremental Duty Pay	237,500	141,300
Travel Allowance (Paid to Pilots)	18,270	22,365
<b>Grays Harbor District Total Expenses</b>	<b>\$ 1,781,129</b>	<b>\$ 1,988,288</b>

### Property, Boats & Equipment

	<u>2021</u>	<u>2020</u>
Pilot Boat <i>CHEHALIS</i>	\$ 317,630	\$ 317,630
Pilot Boat <i>VEGA</i>	525,510	525,510
Computer Equipment (Mobile)	0	0
Radio Equipment	6,591	12,051
Other Machinery & Equipment	39,130	39,130
<b>Total property, boats, and equipment</b>	<b>\$ 888,860</b>	<b>\$ 894,321</b>
<b>Less Accumulated Depreciation</b>	<b>330,687</b>	<b>288,286</b>
<b>Net property, boats, and equipment</b>	<b>\$ 558,173</b>	<b>\$ 606,035</b>






Image: View of Mt. Rainier from the Blair Waterway in Tacoma. Courtesy of Puget Sound Pilots.





# Resources

## Board of Pilotage Commissioners

BPC 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
On the Web	<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>
On Social Media		<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>

## Puget Sound Pilots

PSP President	Ivan Carlson	
Executive Director	Charlie Costanzo	
On the Web	<a href="http://www.pspilots.org">www.pspilots.org</a>	<a href="mailto:info@pspilots.org">info@pspilots.org</a> (206) 728-6400
	Dispatch (24-hour)	(206) 448-4455
On Social Media		<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>
Operating Rules	July 2022	Available from the BPC
By-Laws	December 2020	Available from the BPC

## Port of Grays Harbor

Executive Director	Gary Nelson	
On the Web	<a href="http://www.portofgraysharbor.com">www.portofgraysharbor.com</a>	<a href="mailto:info@portgrays.org">info@portgrays.org</a> (360) 533-9528
Newsletter	Around the Docks	<a href="https://www.portofgraysharbor.com/news-and-info">https://www.portofgraysharbor.com/news-and-info</a>

