

**MEETING MINUTES**  
**STATE OF WASHINGTON ~ BOARD OF PILOTAGE COMMISSIONERS**  
**February 20, 2025**

---

**REGULAR MEETING – Call to Order**

The Regular Meeting of the Board of Pilotage Commissioners was called to order at 10:00 a.m. by Vice Chair Eleanor Kirtley in the 5<sup>th</sup> Floor Orca Conference Room, 2901 Third Avenue, Seattle, WA and online via Microsoft Teams.

**Present in Person:**

Vice Chair: Eleanor Kirtley

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

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Port of Grays Harbor: Mike Folkers

Puget Sound Pilots: Scott Brewen, Ivan Carlson

**Present via Teams:**

Commissioners: Jason Hamilton (Public), Tim Farrell (Public), Nhi Irwin (Ecology),  
Richard Firth (Foreign Shipping)

Puget Sound Pilots: Ken Grieser, Peter Mann, Travis McGrath, Eric Klapperich, Pat Kelly, Matt Miller,  
Matt Hannuksela, George Fleischfresser, Will Kelly, Scott Anacker, Mark Bostick

Puget Sound Trainees & Candidates: Richard Boullion, Christopher Adams

UTC: Scott Sevall

Department of Ecology: Sara Thompson, Haley Kennard, JD Ross Leahy, Megan Hillyard

Pacific Merchant Shipping Association: Mike Moore, Jordan Royer

Oil Transportation Safety Committee: Clyde Halstead, Jeff Slesinger, Antonio Machado,

Fred Felleman, Rein Attemann

Public: Ann LaRue, John Harris

**BPC Staff Report.**

- BPC Executive Director Jaimie Bever reported that as of February 1, the training surcharge increase approved by the UTC has gone into effect.
- Renewal of the Board's liability insurance and the 2025 state accountability audit are underway. Jaimie will provide further information when it is available.
- Jaimie responded to a question from Commissioner Hamilton regarding any impact from the current legislative session. Last month Jaimie had reported that staff is keeping a close eye on both Senate Bill 5117, which would require state agencies to have an agricultural economic impact statement as a part of rulemaking, and Senate Bill 5248 that is creating a work group to make recommendations regarding bridge collision avoidance by commercial vessels considering the Baltimore incident. Currently there is no further information on any BPC impact or implementation.

**BPC Chair Report.**

- BPC Chair Sheri Tonn was not present and will resume her report in March.

**Activity Reports.** Mike Moore representing Pacific Merchant Shipping Association (PMSA), Ivan Carlson representing Puget Sound Pilots (PSP), and Mike Folkers representing the Port of Grays Harbor (PGH), offered current and projected statistical data as well as updates on current maritime issues and activities. Neither USCG nor NWSA were available for reporting this month.

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

**NEW BUSINESS**

**Pilot's Report of Marine Safety Occurrence: *MATSON TACOMA, 01/04/2025***

Tacoma General Anchorage	Faulty starting valve for main engine. Transit from Tacoma General Anchorage to Tacoma APM was successfully completed with two tugs and thrusters.	<b>Motion:</b> Drennen/Knutsen– File as a Marine Safety Occurrence – Carried.
--------------------------	--	--

**Pilot’s Report of Marine Safety Occurrence: *WUT CRANES (YM TIPTOP), 01/04/2025***

Blair WW WUT 2	Cranes not in safe position and no crane operators available to correct position. After ship was landed safely the agent notified the vessel that they wanted ship port side alongside. Pilot turned vessel per request.	<u>Motion:</u> Knutsen/Hamilton– File as a Marine Safety Occurrence – Carried.
-------------------	--	---

**Pilot’s Report of Marine Safety Occurrence: *T7 CRANES (CAPE HENRY), 01/05/2025***

Sitcum WW Tacoma	Cranes not in safe position and no crane operators available to correct position. Crane operator did eventually arrive and took cranes to ship’s midbody once pilot had safely berthed.	<u>Motion:</u> Drennen/Farrell – File as a Marine Safety Occurrence – Carried.
---------------------	---	--

**Pilot’s Report of Marine Safety Occurrence: *SDTR FAITH, 01/18/2025***

Underway in Elliot Bay	While underway, pilot noted significant error in gyro reading, finding 8 degrees of error. Once vessel was anchored, captain was able to adjust gyro, and it appeared stable.	<u>Motion:</u> Farrell/Firth – File as a Marine Safety Occurrence – Carried, with an abstention from Commissioner Knutsen.
---------------------------	---	--

**Pilot’s Report of Marine Safety Occurrence: *T5 CRANES (OOCL OAKLAND), 12/03/2025***

Seattle, Terminal 5 N	Cranes not in safe position and no crane operators available to correct position. In addition, once vessel safely berthed, line boss informed pilot that there was no operator available to move gangway into place and tug had already left area. Pilot was detained later than needed.	<u>Motion:</u> Farrell/Drennen – File as a Marine Safety Occurrence – Carried.
--------------------------	--	--

**Meeting Minutes.**

Motion: Knutsen/Hamilton – approve the January 16, 2025, Meeting Minutes as written – Carried, with an abstention from Commissioner Kirtley.

**Committee Actions.**

**Trainee Evaluation Committee (TEC)**

- **Pilot License Upgrade Program: Captains Gartner, Bostick & Sturgell.** TEC Chair Knutsen reported that the TEC met yesterday and reviewed the upgrade letters for the pilots listed above. The TEC recommended one minor change to the level 4 yellow program to allow for a docking utilizing either Guemes or Saddlebags in Anacortes.  
Motion: Knutsen/Farrell – approve the pilot license upgrade program for Captains Gartner, Bostick and Sturgell – Carried.
- **Rulemaking – CR 102: WAC 363-116-082 Limitation on New Pilots – Grays Harbor.** The proposed revisions to pilot licensing limitations aims to ensure that newly licensed pilots gain the necessary experience and that pilotage services can meet the growing demands of the Port of Grays Harbor. By adopting a more flexible and multifaceted approach, the district will be better equipped to support its expanding infrastructure and increasing vessel traffic, while maintaining high safety standards. The changes will revise the pilot licensing limitations within the Grays Harbor Pilotage District to better align with the Port’s evolving traffic patterns. The existing licensing restrictions no longer match the types of vessels calling at the GH Pilotage District, leading to the following challenges: newly licensed pilots facing restrictions, inconsistent assignment of technically challenging jobs, enhanced port infrastructure, return of car carrier vessels, and upcoming retirements. Rather than relying solely on gross tonnage, the new proposed limitations would incorporate additional criteria, including vessel length, draft, and tonnage, to determine which vessels newly licensed pilots can safely handle. This more dynamic approach would better align with the operational realities of the Port, improving both safety and efficiency in pilot assignments.  
Motion: Drennen/Farrell – approve the CR 102 as proposed – Carried.
- Commissioner Knutsen shared that the TEC has been working on an updated Training Program for Grays Harbor Trainee Captain Ryan Campbell who starts on April 1. The updated training will

require approximately 50% more jobs in both training and evaluation, a new familiarization section to include both pilot boat and helicopter orientation and is targeted to be a year in length covering all four seasons. The Board will be approving that Training Program at the March meeting.

- There are currently 5 trainees in Training, and 1 in Evaluation. Trainee Wood attended the TEC meeting yesterday for both his 6-month check-in and to plan the road map to transition into Evaluation. He was given the trips he will need to do so. When he has completed those jobs, two trainees will be in Evaluation with the rest in Training.
- Board members were invited to upcoming Trainee Orientations; one being held in Grays Harbor and the other for Puget Sound. Training Program Manager Jolene Hamel will provide further information.
- Due to the sunseting of paper charts, the Pilot Exam Committee has recommended that the BPC revise WAC 363-116-080 Licensing of Pilots to require pilot candidates go through ECDIS training prior to licensure. The TEC discussed this and believed it was in everyone's best interest for safety. The TEC will adjust the Training Agreement for those candidates on the list and go through the public rulemaking process for the WAC revision.

### **Pilot Exam Committee (PEC)**

- Executive Director Jaimie Bever shared that the BPC will be holding a Washington State Marine Pilot Exam in early 2026. The competitive bid solicitation for the exam has been drafted and is projected to be posted Monday, March 3 with an award targeted for May 23 at the latest. The Board received and reviewed the scope of work for the exam.  
Motion: Farrell/Drennen – file the competitive bid solicitation as proposed – Carried.
- Jaimie also reported on the first exam committee meeting that was held earlier this month. Captain Sandy Bendixen, PSP and Captain Ryan Leo, PGH are co-chairs of the committee.

### **Pilot/Trainee Physical Examination Reports.**

Motion: Knutsen/Hamilton – approve the pilot physical examination reports for Captains T.M. Bozina, M.D. Mancini, E.C. Klapperich, K.J. Grieser, W.R. Kelly and C.G. Grobschmit for their annual pilot license renewals – Carried.

Motion: Drennen/Firth – approve the new trainee physical examination report for Captain R.L. Campbell, for his pilot trainee license – Carried.

It was noted that there are currently two pilots not fit for duty.

### **Pilot Request for Combined Fit-For-Duty and Annual Physical.**

Motion: Farrell/Drennen – deny the pilot request received to combine their annual physical examination with a Fit-For-Duty examination, which does not meet the WAC-prescribed date window – Carried.

### **Exemptions from Pilotage.**

**Sailing Vessel *ALTAIR R*** – 96', 114gt, BVI registry, Captains Florian Lemee and Stefani Muzakova.

Motion: Drennen/Farrell – grant an annual exemption with the condition that only Captain Lemee is authorized to operate in the locks - Carried.

**Motor Yacht *TESORO*** – 58', 55gt, Marshall Islands registry, Captains Joseph Salomone and Patricia Shaw.

Motion: Farrell/Drennen – grant an annual exemption with no conditions – Carried.

**Motor Yacht *NOVA SPIRIT*** – 150', 515gt, Canada registry, Captain Aaron Pearce.

Motion: Farrell/Hamilton – grant an annual exemption with no conditions – Carried.

### **Tug Escort Rulemaking – Rule Language Development.**

Executive Director and OTSC Chair, Jaimie Bever, reviewed with the Board a 2025 calendar of BPC/OTSC dates. The team has completed the Workshop 11 series, which included a stakeholder, workshop, tribal government workshop, and the OTSC meeting. The goal for the Board today was to review the OTSC recommendation for proposed rule language. Board members will not be voting, just discussing the proposal and providing feedback to the OTSC for consideration during their deliberation on the final recommendation at their early March meeting. Then the proposed rule language will come before the Board at the March 20 meeting for approval. Jaimie reminded the Board that the draft Environmental Impact Statement (DEIS), will not be published until the CR102 is filed, which will happen in June. Because of the timing, the team has been providing results from the DEIS as well as the draft economic statement to the OTSC and Board in the meantime.

The OTSC recommendation was framed in the terms of the following rule components: the functional and operational requirements, the geographic escort area and mitigation measures. The alternative that aligns with the functional and operational requirements and escort area recommended by the OTSC is Alternative C, which was the expansion area consisting of Rosario Strait and waters to the east, plus the additional section of the Strait of Georgia and Strait of Georgia South. The recommendation also included the rationale and the dissenting opinions regarding this approach.

The OTSC recommended a minimum twin-screw propulsion, pre-escort conference, vessels between 5,000 and 18,000 deadweight tons must use an escort tug of 2000 horsepower, and vessels 18,000 deadweight tons and above must use an escort tug with a minimum of 3000 horsepower. These recommendations were based on subject matter expertise, existing vessel traffic, and size of vessels. The rationale behind the recommendation includes ensuring that the escort tug will have sufficient power and maneuverability to successfully intervene to prevent a drift grounding and subsequent spill, ensures both vessels have a shared understanding of key elements of the escort operation, and support for mentioning active fisheries and a pre-escort conference to help mitigate impacts to tribal resources. There were no dissenting opinions regarding the functional and operational requirements.

Regarding the geographic escort area, the recommendation is Alternative C, which is Rosario Strait and the connected waters to the east, and that expansion area mentioned before. Some of the rationale about this recommendation includes that it makes geographical sense because the area is adjacent to the Rosario and waters east escort area. Also, the Ecology model showed this area to have a high escort efficiency and the OTSC agreed that the characteristics of this zone make it a good candidate for an escort requirement. In addition, this is an escort area for 40,000 deadweight tons or larger vessels and is a high risk due to high current reefs and other navigational hazards. Some dissenting opinions included that the expansion area may influence Canadian operations in their route selection. And while the oil industry did support Alternative C, their preference was Alternative B based on review of the impacts and costs.

Regarding mitigation measures, Jaimie reported that there was much conversation at the OTSC regarding which measures to include in rule versus voluntary measures, but that a recommendation had not been settled on. The discussion will continue at the March 6 OTSC meeting. A Q&A followed covering concerns of codifying voluntary consideration language, recommendations to the Harbor Safety Committee, the 120-decibel threshold for Southern Resident Killer Whales, limits on tribal resources, and utilizing local notices to mariners regarding fishery status.

The Board then reviewed and discussed the draft rule language. The final proposed rule language will be on the Board's March 20 meeting agenda.

### **Committee Updates.**

#### **Pilot Safety Committee (PSC)**

- PSC Co-Chair Drennen stated that the PSC met on Feb 4 and provided minutes from their previous meeting as well as the data summary of 4<sup>th</sup> quarter pilot ladder reports.
- The PSC reviewed pilot ladder reports, discussed Canadian tanker assignments, and explored options for boater safety messaging to be included in the WDFW fishing regulations pamphlet, including a small message for no charge and/or a larger paid advertisement.
- Work continues on adapting the MSO form to the Jotform platform.
- When the authorized number of pilots was raised last year, the PSC was tasked with analyzing pilot comp days. This work was started and will continue at the next meeting.

#### **Vessel Exemption Committee (VEC)**

- The VEC met in January and are still working through some issues with a definition for passenger vessel.
- Jolene Hamel, Training Program Manager, discussed the changes for the new 2025 Vessel Exemption Petition and took feedback from the Board. The updated form will go live in March for the new yacht season.

#### **Diversity, Equity & Inclusion Committee (DEIC)**

- The committee is working to identify DEI consultants to assist with exam recruitment and messaging.

**Terminal Operations Work Group (TOWG)**

- The group will be meeting March 11. They currently have a representative from Foss and are looking for a Crowley representative. PSP Pilot Scott Coleman will be chairing the TOWG.

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

**Public Comment.** Vice Chair Kirtley asked for public comment, but none was offered. Executive Director Jaimie Bever reminded the Board that this meeting was likely the last for Commissioner Firth. She thanked him for his contributions to the Board and the state of Washington. Mike Moore, PMSA, advised that he knew of two candidates who have applied for the Foreign Flagged Shipping seat.

**Adjourn.** Meeting was adjourned by Vice Chair Kirtley at 12:25pm.

Respectfully submitted,

\_\_\_\_\_  
Jaimie C. Bever, Executive Director

\_\_\_\_\_  
Sheri J. Tonn, Chair

\_\_\_\_\_  
Eleanor Kirtley, Vice Chair

\_\_\_\_\_  
Commissioner Timothy J. Farrell

\_\_\_\_\_  
Commissioner Andrew Drennen

\_\_\_\_\_  
Commissioner Richard Firth

\_\_\_\_\_  
Commissioner Severin Knutsen

\_\_\_\_\_  
Commissioner Michael Anthony

\_\_\_\_\_  
Commissioner Jason R. Hamilton

\_\_\_\_\_  
Commissioner Nhi Irwin