

MEETING MINUTES
STATE OF WASHINGTON ~ BOARD OF PILOTAGE COMMISSIONERS
June 20, 2024

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 Agate Conference Room, 2901 Third Avenue, Seattle, WA and online via Microsoft Teams.

Present In Person:

Vice Chair: Eleanor Kirtley (Marine Environment)

Commissioners: Mike Anthony (Pilot), Sandy Bendixen (Pilot), Andrew Drennen (U.S. Shipping)

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Puget Sound Pilots: Ivan Carlson, John Scragg

The Northwest Seaport Alliance: Lindsay Wolpa

Present via Teams:

Commissioners: Jason Hamilton (Public), Tim Farrell (Public), Richard Firth (Foreign Flag Shipping)

Assistant Attorney General: Albert Wang

Pacific Merchant Shipping Association: Mike Moore, Jordan Royer

Puget Sound Pilots: Severin Knutsen, Travis McGrath, Mark Bostick, Eric Klapperich, George Fleischfresser

USCG: Kira Moody, John Robertson

Port of Grays Harbor: Mike Folkers

UTC: Scott Sevall

Public: Ann LaRue, Ryan Campbell, Richard Bouillon

BPC Staff Report.

- BPC Executive Director Jaimie Bever shared that the BPC 2023 Annual Report is due to the Legislature September 1, 2024. Final touches are being made for the Board and stakeholders to get a first draft at the July meeting.
- Jaimie advised that strategic planning for the 25-27 Biennial Budget is underway and will continue through the summer.

BPC Chair Report.

- Chair Tonn was not present.

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

BPC Data Analyst Bettina Maki shared data from the dashboard and was available for questions.

UNFINISHED BUSINESS

Pilot's Report of Marine Safety Occurrence: *SEACOR LEE (ESTEEM HOUSTON), 3/20/2024*

Underway, Anacortes to Vendovi	The pilot was concerned with actions of a US flag vessel and noted that there was no pilot onboard although the vessel appeared to be subject to pilotage under 46 CFR 15.812. USCG did provide further information that this vessel was indeed subject to pilotage and is being contacted for compliance.	Motion: Anthony/Bendixen – File as a Marine Safety Occurrence – Carried.
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NEW BUSINESS

Pilot's Report of Marine Safety Occurrence: *GORDON, 5/14/2024*

Underway in Shilshole Channel	The vessel, which had been laid up for several years in dead ship condition, was recently sold for scrap and was to proceed to India. The transit was to be a daylight only transit with two assist tugs through the Ballard Locks and out through Shilshole Channel. Upon undocking, the pilot tested the engines ahead and	Motion: Bendixen/Farrell – File as a Marine Safety Occurrence – Carried.
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	<p>astern. When approaching the locks, the vessel astern RPM's were ineffective. The vessel proceeded outbound to Shilshole under tug assistance. Upon departing Shilshole at full ahead, the vessel only managed to reach 4kts. During troubleshooting attempt, the steering was tested several times with no success. Upon the conclusion that the vessel was incapable of steering, the pilot notified Seattle VTS, who then assigned Smith Cove West Anchorage. The vessel proceeded to anchor under tug tow with no further issues.</p>	
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Pilot's Report of Marine Safety Occurrence: *TERMINAL 18 CRANES (CHANGSHA)*, 5/30/2024

<p>Underway in East Waterway, Seattle</p>	<p>Prior to the vessel getting underway from Terminal 18, Berth 4 on the East Waterway in Seattle, the pilot verified there were no gantry cranes boomed down over the waterway. As <i>CHANGSHA</i> began backing out of the waterway with the assistance of tug <i>PROTECTOR</i>, a gantry crane was lowered over an empty berth in the vicinity of Terminal 18, Berth 1. No notification was made to the pilot or vessel before the crane was lowered, contrary to the guidance of the Harbor Safety Plan. Given the mild environmental conditions and the absence of any moored vessels at Terminal 30, it was decided to continue with the maneuver. Tug <i>PROTECTOR</i> was advised of the crane and the updated maneuvering plan.</p>	<p><u>Motion:</u> Anthony/Bendixen – File as a Marine Safety Occurrence – Carried.</p>
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Pilot's Report of Marine Safety Occurrence: *SWEET ADELINE (TREASURE)*, 5/26/2024

<p>Underway in Yukon Harbor</p>	<p>Ro-Ro <i>TREASURE</i> had a near miss with the sailing vessel <i>SWEET ADELINE</i> in Yukon Harbor. <i>TREASURE</i> was making a clockwise turn to join the south bound TSS and stay north of Blake Island. <i>TREASURE</i> was coming around and maneuvering to avoid close quarters situations with 2 sailing vessels ahead within 0.5nm. <i>SWEET ADELINE</i> was overtaking <i>TREASURE</i> on the stbd side from astern. Pilot initiated a danger signal and went to midship rudder. After about 2 mins, and still seeing that <i>SWEET ADELINE</i> had not changed course to go astern of <i>TREASURE</i>, the pilot sounded the danger signal again. Stopped thruster and went immediately from half ahead to all stop. <i>SWEET ADELINE</i> crossed the bow of <i>TREASURE</i> within 150'. VTS was notified.</p>	<p><u>Motion:</u> Bendixen/Drennen – File as a Marine Safety Occurrence – Carried.</p>
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Pilot's Report of Marine Safety Occurrence: *PEARL JAM (CARNIVAL SPIRIT)*, 5/14/2024

<p>Southbound in Northbound Traffic Lanes, near Buoy SG</p>	<p>While outbound from Pier 91 for the pilot station on the <i>CARNIVAL SPIRIT</i>, there were two tugboats with barges northbound in the lanes, the <i>WASP</i> and the <i>KLIHYAM</i>. Pilot made plans to avoid them however there was a sailboat (<i>PEARL JAM</i>) under power southbound in the northbound lanes. <i>PEARL JAM</i> turned to stbd and the plan was to leave them on port side. Then <i>PEARL JAM</i> came hard to port. The pilot decreased the rate of turn to leave <i>PEARL JAM</i> on starboard side. <i>PEARL JAM</i> again came to starboard and then turned to port. The pilot delayed the planned</p>	<p><u>Motion:</u> Anthony/Drennen – File as a Marine Safety Occurrence – Carried.</p>
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	<p>speed increase to see what <i>PEARL JAM</i> would do. <i>PEARL JAM</i> came hard starboard again. Pilot sounded five short blasts. After the warning blasts on the whistle, <i>PEARL JAM</i> came hard port again, and stayed on the vessel's starboard side. <i>PEARL JAM</i> came abeam of the wheelhouse of the cruise ship, and then came hard starboard and passed very close to the stern of <i>CARNIVAL SPIRIT</i>.</p>	
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Pilot's Report of Marine Safety Occurrence: *SEASPAN BENEFACTOR (PIER 4 CRANES)*, 5/15/2024

<p>Underway in Tacoma, for docking at Pier 4</p>	<p>Vessel <i>SEASPAN BENEFACTOR</i> was underway from the pilot station to Pier 4. There was another ship at the Pier 3 berth. Upon entry into the waterway, it looked like all the cranes had been moved to the midship position of the ship and boomed up. When the <i>SEASPAN BENEFACTOR</i> was alongside the ship berthed at Pier 3, it was clear that one of the cranes was positioned close to where the stern would land. It was centered on the stern when the ship came alongside. At this point, a decision had to be made and the pilot decided to dock the ship even though the crane position added a substantial risk. The line boss tried to get the cranes positioned correctly but was unable to do so. Vessel docked without incident.</p>	<p>Motion: Bendixen/Anthony – File as a Marine Safety Occurrence under (Pier 4 Cranes) – Carried.</p>
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Pilot's Report of Marine Safety Occurrence: *RECREATIONAL DIVERS (PILOT BOAT)*, 4/30/2024

<p>Port Angeles Pilot Station</p>	<p>While divers had received clearance from USCG to transit onto restricted areas of the beach immediately east of the Pilot Station, and received verbal instructions from the deckhand as to which floats the Pilot Boat uses, the 6 divers were in a close-call situation with the pilot boat.</p>	<p>Motion: Bendixen/Drennen – File as a Marine Safety Occurrence – Carried. PSP is doing further follow up.</p>
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Commissioner Bendixen noticed that the MSO for M/V *GLOVIS*, which was slated at the May meeting to be carried forward to the June meeting, was unintentionally omitted from the agenda. It will be carried on to the July meeting.

Presentation Regarding PSP 2023 Audited Financial Statement – Puget Sound Pilots. Jessica Norris of Shannon & Associates, auditors for Puget Sound Pilots for the past 8 years, gave a high-level overview of the 2023 audited financials. A short Q&A followed.

Meeting Minutes.

Motion: Farrell/Drennen – approve the May 16, 2024, Meeting Minutes as written – Carried.

PSC Recommendation of Target Assignment Level (TAL) in Puget Sound. The Co-Chairs of the Pilot Safety Committee, Commissioner Andrew Drennen and Puget Sound Pilot John Scragg, spoke to the thoughtful, successful, and professional discussions that went in to arriving at a recommendation for the Target Assignment Level (TAL). The PSC met 4 times over the past two months specifically focused on reaching a recommendation for the TAL. Detailed minutes from those meetings were provided to the Board and are also available on the BPC website. Both Co-Chairs expressed gratitude to Bettina Maki, BPC Data Analyst, for her role in providing high-level data, supporting the PSC, and providing the meeting minutes. The recommendation from the PSC for the on-watch TAL was 123 assignments per pilot per year. Other committee members shared their experience and thought that the methodology was sound, and everyone's voices were heard. PSC member Mike Moore, PMSA, had four points he wanted to share. First, keep the door open for continuous improvements in efficiency and managing pilot availability. Second, while he understood the timing constraints, he didn't feel there was sufficient time to measure the impacts of reaching 56 pilots, the current authorized number. Third, given the nature of comp days and callbacks, he is expecting an increase in the number of pilots will lead to a reduction in the accumulated comp day balance. And finally, PMSA supported a slightly higher on-watch TAL (the

committee considered a range of possible numbers from 122 to 127, with 123 receiving the most votes). Mike also requested that a data chart Bettina presented to the Board in February, illustrating pilot availability compared to pilot workload, continue to be updated, as it provides valuable information. Some Q&A followed the recommendation. Commissioner Anthony thanked everyone on the PSC for the thoughtful work.

Motion: Drennen/Hamilton – adopt the Target Assignment Level (TAL) at 123 as recommended by the PSC – Carried.

Committee Actions.

Pilot Exam Committee (PEC)

- BPC Training Program Manager Jolene Hamel reported on the exam process and presented the final ranked list to the Board. The Simulator Evaluation Reviews were completed, and no changes were made to any of the candidate's scores. It was noted that individual review and notification letters would be sent out via email on Monday, as well as posting the list onto the BPC website.

Motion: Bendixen/Drennen – approve the final ranked list from the 2024 Marine Pilot Exam as presented – Carried.

Pilot/Trainee Physical Examination Reports.

Motion: Drennen/Farrell – approve the pilot physical examination reports for Captains J.E. Kalvoy, S.D. Semler, I J. Carlson, W.J. Sliker & B.W. Bouma for their annual pilot license renewals – Carried.

Exemptions from Pilotage.

Motor Yacht *RENT SPENT* – 112', 208gt, Marshall Islands registry, Captain Dundas Gold.

Motion: Anthony/Hamilton – concur with Chair Tonn's granting of the interim annual exemption with the conditions of limitations in the Duwamish, Locks and Deception Pass – Carried.

Motor Yacht *CV-9* – 140', 97gt, Cayman Islands registry, Captains Charles Johnson & Jason Milton.

Motion: Bendixen/Anthony – grant annual exemption with no limitations once Deception Pass experience clarified – Carried.

Motor Yacht *AFTER EIGHT* – 151', 498gt, Isle of Man registry, Captains David Holliss & Grant Lindsay.

Motion: Anthony/Farrell – grant annual exemption with no limitations as vessel had a pilot orientation last season and provided requested information on voyages in geographic restricted areas – Carried.

Committee Updates.

Pilot Safety Committee (PSC)

- Commissioner Drennen reported that there was nothing further from the PSC. The committee is working on setting the next meeting in August.

Vessel Exemption Committee (VEC)

- VEC Chair Commissioner Anthony stated that the VEC had not met recently and is working on a plan for any possible legislation in the 2025 legislative session.

Diversity, Equity & Inclusion Committee (DEIC)

- The DEI Steering Committee met after the May Board meeting and discussed potential options for next steps, including possible collaboration with a consultant.
- Vice Chair Kirtley suggested the final Psychometric Validation report from the 2024 Marine Pilot Exam be reviewed by the DEIC Steering Committee.

Oil Transportation Safety Committee (OTSC)

- There were 2 very productive OTSC meetings in June, with additional participation from subject matter experts who provided some technical expertise regarding escort tug characteristics. Work from these meetings will result in a committee recommendation to the Board in August.
- The Workshop 8 series regarding SEPA methodology will occur in July, which will include both Stakeholder and Tribal Government workshops, as well as an OTSC meeting.

Trainee Evaluation Committee (TEC)

- The TEC did not meet in June due to the Juneteenth Holiday observance. There are currently 5 trainees in PS and zero trainees in GH. There is 1 trainee in Evaluation, 2 in Training, 1 in Observation and 1 in the graduate program. All are progressing well, with one more trainee planning to be done in July. One trainee remained off stipend for the months of May and June.

Confirmation of Next Regular Meeting Dates. Vice Chair Kirtley reminded everyone of the meetings in July and August. The Board will be traveling to the Port of Grays Harbor for the August 15 meeting. All 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 no public comment was offered.

Adjourn. Meeting was adjourned by Vice Chair Kirtley at 12:05pm.

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 Sandy Bendixen

Commissioner Michael Anthony

Commissioner Jason R. Hamilton

Commissioner Nhi Irwin