

Revised 04.15.25

WASHINGTON STATE
BOARD OF PILOTAGE COMMISSIONERS

MEETING AGENDA

April 17, 2025

2901 3rd Avenue, Seattle, WA 98121 – 1st Floor Agate Conference Room
and

Via Teams #206.531.0324, participation code: 148712109#

[Join the meeting now](#)

(Public comment accepted at the discretion of the Chair and prior to the end of the meeting)

1000 hours Call to order

PUBLIC HEARING

WAC 363-116-082 Limitations on New Pilots – Grays Harbor

Call to order

REGULAR MEETING

1. BPC Staff Report
2. BPC Chair Report
3. Activity Reports (5 minutes each)
 - a. U.S. Coast Guard (USCG)
 - b. Pacific Merchant Shipping Association (PMSA)
 - c. Puget Sound Pilots (PSP)
 - d. The Northwest Seaport Alliance (NWSA)
 - e. Port of Grays Harbor (PGH)

NEW BUSINESS *(Public comment accepted)*

4. Board Action – Consideration of Previous Hearing on WAC 363-116-082 Limitations on New Pilots – Grays Harbor
5. Board Action – MSOs
 - a. *SM SANTOS* 3/15/2025 PS
6. Board Action – March 20 Regular Meeting & April 3 Special Meeting Minutes
7. Board Action – Committee Recommendations:
 - a. Trainee Evaluation Committee (TEC)
 - i. Board Action – Pilot License Upgrade Program: Captains Hannuksela, McGourty & Moore
 - ii. Board Action - Training Program Agreements Puget Sound District – Captains Bolton & Butterfield
 - iii. Other Committee Updates
8. Board Action – Request for Vessel Exemption:
 - a. Sailing Yacht *SEAHAWK* New (195 FT, 491 IGT)
 - b. Motor Yacht *MEA CULPA* Returning (130 FT, 302 IGT)**
9. Board Action – Pilot/Trainee Physical Examination Reports

1130 hours Call to order

CLOSED SESSION

To discuss legal matters regarding RCW 88.16.180.

15-MINUTE BREAK included in closed session – resume meeting at 1200

10. Continued discussion – RCW 88.16.180 Oil Tankers State Licensed Pilot Required
11. Committee & Work Group Reports:

- a. Oil Transportation Safety Committee (OTSC)
- b. Pilot Exam Committee (PEC)
- c. Pilot Safety Committee (PSC)
- d. Vessel Exemption Committee (VEC)
- e. Diversity, Equity, and Inclusion Committee (DEIC)
- f. Terminal Operations Work Group (TOWG)

12. Upcoming Meeting Dates:

Thursday May 15, 2025 at 1000 Regular Meeting (Hybrid – Teams/2901 Building)	Thursday, June 5, 2025 at 1000 – Special Meeting (Teams only) Thursday, June 26, 2025 at 1000 – Regular Meeting (Hybrid – Teams/2901 Building)
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13. Public Comment

14. Adjourn



PROPOSED RULE MAKING

CR-102 (June 2024) (Implements RCW 34.05.320) Do NOT use for expedited rule making

CODE REVISER USE ONLY

OFFICE OF THE CODE REVISER
STATE OF WASHINGTON
FILED

DATE: February 21, 2025

TIME: 8:32 AM

WSR 25-06-018

Agency: Board of Pilotage Commissioners

☐ Original Notice

☐ Supplemental Notice to WSR _____

☐ Continuance of WSR _____

☐ Preproposal Statement of Inquiry was filed as WSR 24-21-165 ; or

☐ Expedited Rule Making--Proposed notice was filed as WSR _____; or

☐ Proposal is exempt under RCW 34.05.310(4) or 34.05.330(1); or

☐ Proposal is exempt under RCW _____.

Title of rule and other identifying information: (describe subject) WAC 363-116-082 Limitations on new pilots

Hearing location(s):

Date:

Time:

Location: (be specific)

Comment:

April 17, 2025

10:00am

2901 3rd Avenue, Seattle, WA
and via MS Teams

For a link to the meeting, please visit
www.pilotage.wa.gov

Date of intended adoption: April 17, 2025 (Note: This is NOT the effective date)

Submit written comments to:

Name Jaimie C. Bever

Address 2901 3rd Avenue, Suite 500, Seattle, WA 98121

Email jaimie.bever@wsdot.wa.gov

Fax

Other

Beginning (date and time) February 21, 2025

By (date and time) April 9, 2025

Assistance for persons with disabilities:

Contact Jolene Hamel

Phone 206-515-3904

Fax

TTY

Email jolene.hamel@wsdot.wa.gov

Other

By (date) April 9, 2025

Purpose of the proposal and its anticipated effects, including any changes in existing rules: 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.

Reasons supporting proposal: 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.

Statutory authority for adoption: Chapter 88.16 RCW, Pilotage Act

Statute being implemented: Chapter 88.16 RCW, Pilotage Act

Is rule necessary because of a:

Federal Law?

☐ Yes ☒ No

Federal Court Decision?

☐ Yes ☒ No

State Court Decision?

☐ Yes ☒ No

If yes, CITATION:

Agency comments or recommendations, if any, as to statutory language, implementation, enforcement, and fiscal matters: The Board received a recommendation from the Trainee Evaluation Committee (TEC) favoring implementation of the proposed language based on the benefits listed above. The TEC develops and monitors the pilot license upgrade program.

Name of proponent: (person or organization) Board of Pilotage Commissioners
Type of proponent: ☐ Private. ☐ Public. ☒ Governmental.

Name of agency personnel responsible for:

	Name	Office Location	Phone
Drafting	Jaimie Bever	Seattle, WA	206-515-3887
Implementation	Board of Pilotage	Seattle, WA	206-515-3904
Commissioners			
Enforcement	Board of Pilotage	Seattle, WA	206-515-3904
Commissioners			

Is a school district fiscal impact statement required under [RCW 28A.305.135](#)? ☐ Yes ☒ No
 If yes, insert statement here:

The public may obtain a copy of the school district fiscal impact statement by contacting:

Name
 Address
 Phone
 Fax
 TTY
 Email
 Other

Is a cost-benefit analysis required under [RCW 34.05.328](#)?

☐ Yes: A preliminary cost-benefit analysis may be obtained by contacting:

Name
 Address
 Phone
 Fax
 TTY
 Email
 Other

☒ No: Please explain: RCW 34.05.328 does not apply to the adoption of these rules. The Washington State Board of Pilotage Commissioners is not a listed agency in RCW 34.05.328(5)(a)(i).

Regulatory Fairness Act and Small Business Economic Impact Statement
 Note: The [Governor's Office for Regulatory Innovation and Assistance \(ORIA\)](#) provides support in completing this part.

(1) Identification of exemptions:
 This rule proposal, or portions of the proposal, **may be exempt** from requirements of the Regulatory Fairness Act (see [chapter 19.85 RCW](#)). For additional information on exemptions, consult the [exemption guide published by ORIA](#). Please check the box for any applicable exemption(s):

☐ This rule proposal, or portions of the proposal, is exempt under [RCW 19.85.061](#) because this rule making is being adopted solely to conform and/or comply with federal statute or regulations. Please cite the specific federal statute or regulation this rule is being adopted to conform or comply with, and describe the consequences to the state if the rule is not adopted.
 Citation and description:

☐ This rule proposal, or portions of the proposal, is exempt because the agency has completed the pilot rule process defined by [RCW 34.05.313](#) before filing the notice of this proposed rule.

☐ This rule proposal, or portions of the proposal, is exempt under the provisions of [RCW 15.65.570](#)(2) because it was adopted by a referendum.

- ☒ This rule proposal, or portions of the proposal, is exempt under [RCW 19.85.025\(3\)](#). Check all that apply:
- | | |
|---|---|
| <input type="checkbox"/> RCW 34.05.310 (4)(b)
(Internal government operations) | <input checked="" type="checkbox"/> RCW 34.05.310 (4)(e)
(Dictated by statute) |
| <input type="checkbox"/> RCW 34.05.310 (4)(c)
(Incorporation by reference) | <input type="checkbox"/> RCW 34.05.310 (4)(f)
(Set or adjust fees) |
| <input type="checkbox"/> RCW 34.05.310 (4)(d)
(Correct or clarify language) | <input type="checkbox"/> RCW 34.05.310 (4)(g)
(i) Relating to agency hearings; or (ii) process requirements for applying to an agency for a license or permit) |
- ☐ This rule proposal, or portions of the proposal, is exempt under [RCW 19.85.025\(4\)](#). (Does not affect small businesses).
- ☐ This rule proposal, or portions of the proposal, is exempt under RCW ____.
- Explanation of how the above exemption(s) applies to the proposed rule:

(2) Scope of exemptions: *Check one.*

- ☒ The rule proposal: Is fully exempt. (*Skip section 3.*) Exemptions identified above apply to all portions of the rule proposal.
- ☐ The rule proposal: Is partially exempt. (*Complete section 3.*) The exemptions identified above apply to portions of the rule proposal, but less than the entire rule proposal. Provide details here (consider using [this template from ORIA](#)):
- ☐ The rule proposal: Is not exempt. (*Complete section 3.*) No exemptions were identified above.

(3) Small business economic impact statement: *Complete this section if any portion is not exempt.*

If any portion of the proposed rule is **not exempt**, does it impose more-than-minor costs (as defined by RCW 19.85.020(2)) on businesses?

- ☐ No Briefly summarize the agency's minor cost analysis and how the agency determined the proposed rule did not impose more-than-minor costs. _____
- ☐ Yes Calculations show the rule proposal likely imposes more-than-minor cost to businesses and a small business economic impact statement is required. Insert the required small business economic impact statement here:

The public may obtain a copy of the small business economic impact statement or the detailed cost calculations by contacting:

Name
Address
Phone
Fax
TTY
Email
Other

Date: February 21, 2025

Name: Jaimie C. Bever

Title: Executive Director

Signature:



WAC 363-116-082 Limitations on new pilots. (1) The following limitations and pilot license upgrade requirements shall apply to a newly licensed pilot during their first five years of active service. For purposes of this section, the term "tank vessel" shall, in addition to tank ships, include any articulated or integrated tug and tank barge combinations, and any tonnage restrictions thereon shall be calculated by including the gross tonnage of the tug and tank barge combined. For purposes of this section, the term "petroleum products" shall include crude oil, refined products, liquefied natural gas, and liquefied petroleum gas. GT (ITC) as used in this section refers to gross tonnages measured in accordance with the requirements of the 1969 International Convention on Tonnage Measurement of Ships. Length overall (LOA) refers to maximum length of a vessel hull measured perpendicular to the waterline, measured vertically to the lowest point of the hull, keel, propellers, or other reference point.

(2) Puget Sound pilotage district - License limitation periods. Except for trips being made for pilot license upgrades, licenses issued in the Puget Sound pilotage district shall have the following limitations:

License Year	Maximum Size of Tank Vessels Carrying Petroleum Products as Bulk Cargo	Maximum Size of Other Vessels	Waterways
1	Piloting on vessels of any size prohibited	38,000 GT (ITC) except for passenger vessels which may only have a maximum size of 5000 GT (ITC)	Prohibited in the Duwamish Waterway on vessels greater than 3,000 GT
2	32,000 GT (ITC)	48,000 GT (ITC)	No restrictions
3	40,000 GT (ITC)	60,000 GT (ITC)	No restrictions
4	50,000 GT (ITC)	70,000 GT (ITC)	No restrictions
5	65,000 GT (ITC)	95,000 GT (ITC)	No restrictions

(3) Puget Sound pilotage district - Pilot license upgrade requirements. Progressive lifting of tonnage limitations requires a newly licensed pilot to satisfactorily pilot vessels on the trips specified in this section. The trainee evaluation committee shall recommend to the board a series of trips to be made by each pilot in the last 180 days of each year of the license limitation periods specified in subsection (2) of this section. As to these trips, the trainee evaluation committee shall specify the size and type of the vessel; origin and destination, whether the transit is to include a docking, waterway transit or other particular maneuvering requirement, whether any tank vessel trips are to be made while in ballast or loaded and whether the trip shall be taken with training pilots, trainee evaluation committee member pilots or pilots with a specified experience level. To the extent practical, the trips shall be on vessels of at least a size that falls between the upper limit in the expiring license limitation and the upper limit in the upcoming license limitation period. All of these trips shall be complete trips between one port and another port, between the pilot station and a port, or harbor shifts. The supervising pilots shall complete and submit to the board a familiarization form provided by the board for each trip a new pilot performs.

(4) Grays Harbor pilotage district - License limitation periods. Pilots licensed in the Grays Harbor pilotage district shall not pilot vessels in violation of the restrictions set forth in the table below during the indicated license year.

License Year	Maximum Size of Tank Vessels Carrying Petroleum Products as Bulk Cargo	Maximum Size of Other Vessels
((1	Piloting on vessels of any size prohibited	32,000 GT (ITC) except that piloting on vessels of any size is prohibited through the Chehalis River Bridge unless vessel is in ballast and does not exceed 25,000 GT (ITC)
2	15,000 GT (ITC)	42,000 GT (ITC)
3	32,000 GT (ITC)	52,000 GT (ITC)
4	42,000 GT (ITC)	62,000 GT (ITC)
5	52,000 GT (ITC)	72,000 GT (ITC)))
<u>0-6 months</u>	<u>Prohibited</u>	<u>38,000 GT(ITC)/LOA 200m (656 feet)/Draft 11.5m (37.7 feet). Passenger vessels prohibited.</u>
<u>1</u>	<u>Prohibited</u>	<u>38,000 GT(ITC)/LOA 200m (656 feet)/Draft 11.7m (38.4 feet). Passenger vessels prohibited.</u>
<u>2</u>	<u>LOA 170m (557.6 feet)/11.2 (36.7 feet) draft</u>	<u>48,000 GT(ITC)/LOA 230m (754.4 feet)</u>
<u>3</u>	<u>LOA 185m (607 feet)/11.6m (38.0 feet) draft</u>	<u>60,000 GT(ITC)/LOA 230m (754.4 feet)</u>

Notwithstanding subsection (7) of this section, upon determination that a bona fide safety concern may result from no pilot without license restrictions being available within a reasonable time to pilot a vessel requiring pilotage services, the chairperson or acting chairperson of the board, on a single trip basis, may authorize a newly licensed pilot holding a restricted license to provide pilotage services to the vessel, irrespective of the tonnage, service or location of the assigned berth of the vessel.

(5) Grays Harbor pilotage district - Pilot license upgrade requirements - Progressive lifting of tonnage limitations requires a newly licensed pilot to satisfactorily pilot vessels on the trips specified in this section. The trainee evaluation committee shall recommend to the board a series of trips to be made by each pilot in the last 180 days of each year of the license limitation periods specified in subsection (4) of this section. The trainee evaluation committee may assign trips to a newly licensed pilot prior to reaching 180 days of licensure if deemed necessary by the committee. As to these trips, the trainee evaluation committee shall specify the size and type of the vessel; origin and destination, whether the transit is to include a docking, waterway transit or other particular maneuvering requirement, whether any tank vessel trips are to be made while in ballast or loaded and whether the trip shall be taken with training pilots, trainee evaluation committee member pilots or pilots with a specified experience level. To the extent practical, the trips shall be on vessels of at least a size that falls between the upper limit in the expiring license limitation and the upper limit in the upcoming license limitation period. All of these trips shall be complete trips between one port and another port, between the pilot station and a port, or harbor shifts. The supervising pilots shall complete and submit to the

board a familiarization form provided by the board for each trip a new pilot performs.

If vessels are not available in the Grays Harbor pilotage district to allow a pilot to comply with this subsection in a timely manner, the board may designate substitute trips in the Puget Sound pilotage district as allowed by law and in so doing may specify the size of the vessel and any other characteristics of the trips that the board deems appropriate. Such designation shall be considered a modification of the pilot's state license to authorize the specified trips in the Puget Sound pilotage district.

The trainee evaluation committee may recommend to the board simulation trainings, in addition to upgrade trips, to be completed by pilots within the Grays Harbor pilotage district prior to completion of all upgrade trips and the lifting of all limitations.

(6) The initial license shall contain the limitations contained above and list the date of commencement and expiration of such periods. If a newly licensed pilot is unable to pilot for 45 days or more in any one of the five years the trainee evaluation committee may put a hold on the upgrade program. Upon the newly licensed pilot's return to the program, the trainee evaluation committee may prescribe an extension.

(7) Except as provided in subsection (4) of this section, no pilot shall be dispatched to, or accept an assignment on, any vessel which exceeds the limitations of their license. On vessels in which there is more than one pilot assigned, the license limitations shall apply only to the pilot in charge.

(8) All limitations on a pilot's license shall be lifted (~~((at the beginning of the sixth year of piloting))~~) after time periods prescribed in the tables in subsections (2) and (4) of this section, provided they have submitted to the board a statement attesting to the fact that the pilot has completed all the required license upgrade trips and the vessel simulator courses.

(9) Whenever the governor issues a proclamation declaring a state of emergency, the board may determine whether there is a threat to trainees, pilots, vessel crews, or members of the public. Notwithstanding the other provisions of this chapter, the board, at its discretion, may suspend or adjust the pilot training program during the pendency of a state of emergency lawfully declared by the governor.



STATE OF WASHINGTON BOARD OF PILOTAGE COMMISSIONERS

BPIC Mission: 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.

THE BPC PILOTAGE QUARTERLY



Announcements



2026 Pilot Exam



Find out more about the upcoming 2026 Washington State Marine Pilot Exam at

[Become a Pilot!](https://www.pilotage.wa.gov)



Coming Up

[SUNY Maritime College](https://www.suny.edu) is celebrating its 50th anniversary of the first cohort of women admitted to the college by hosting a Women of Maritime Leadership Symposium Thursday, April 24.



Courtesy of SUNY Maritime College.

Transitions at the BPC

The BPC, at the November 21, 2024 Regular Meeting, celebrated the incredibly productive 4-year term of Puget Sound Pilots representative Captain Sandy Bendixen. Captain Bendixen brought to her role as Pilot Representative infectious energy and innovation. She is responsible for many improvements in the BPC's training program and exam process, as well as regulatory clarity. Huge thanks to Captain Bendixen for her leadership, work, and service to the State of Washington!



We also wished a fond farewell to our Foreign Flag Shipping Representative Rich Firth. His last meeting with the BPC was in February. Rich joined the BPC in August 2023 and brought both shipboard and shoreside operational experience to the table. We wish him the best with his promotion, which sends him out of state, and thank him for his impeccable service!



Above: Captain Sandy Bendixen and Captain Rich Firth.

The BPC welcomed Captain Severin Knutsen as the new Pilot Representative from Puget Sound Pilots and Chair of the Trainee Evaluation Committee (TEC). Captain Knutsen's first meeting was January 16, 2025.

We are pleased with the reappointments of Captain Mike Anthony, Puget Sound Pilots Representative, and Timothy J. Farrell, Public Representative. Commissioners Knutsen and Farrell testified before the Senate Transportation Committee on March 31.

Lee Tyler, CMA-CGM, was appointed by Governor Ferguson to the Foreign Shipping seat on April 7, 2025. Look for additional information about Commissioner Tyler in our Summer newsletter.



From right: Captain Mike Anthony, and Captain Severin Knutsen and Timothy J. Farrell at the Senate Transportation Committee hearing, courtesy of TVW.

Tug Escort Rulemaking Updates

In March 2025, the BPC and Department of Ecology finished up a series of rulemaking workshops first commenced in May 2023. The workshops covered a wide a spectrum of tug escort rulemaking topics including the development and results of the Tug Escort Risk Model, Draft Environmental Impact Statement, Economic Analysis, and rule language development.



Courtesy of Greg Fitzgerald,
Department of Ecology.

The workshops were held in a series of three: Stakeholder, Tribal Government, and the Board's Oil Transportation Safety Committee (OTSC), which is an advisory-only committee tasked with developing recommendations for Board consideration.

The Board, at the March 20 Regular Public Meeting, adopted proposed rule language for tug escorts in Puget Sound. The final CR-102 The Board will review and file the final Notice of Proposed Rulemaking package in June with public hearings to follow in July. Find more information at <https://pilotage.wa.gov/oil-transportation-safety.html>

Terminal 4 Groundbreaking

BPC Chair Sheri Tonn had the pleasure of attending the Port of Grays Harbor's Terminal 4 Expansion and Development Project groundbreaking at the end November 2024. Port customer AGP is expanding their operations and constructing a new commodity export facility at T4. As detailed in the Port's November 27, 2024 [press release](#), the expansion project "will add more than 40,000 feet of additional rail within its Marine Terminal Complex, a new fendering system and a stormwater collection and treatment facility at T4 and create more than 30 acres of additional cargo laydown area to support future operations at Terminal A". In preparation for the increased vessel traffic, Captain Ryan Campbell will begin his pilot training in the Grays Harbor Pilotage District in May 2025. Congratulations to the Port of Grays Harbor!



A collection of
elected officials,
project partners,
and community
and business
leaders at the
groundbreaking.

Cruise Season on the Horizon

Cruise season is always a very busy time for Puget Sound Pilots. The first cruise ship of the 2025 season is scheduled to arrive on Saturday, April 12 with the last scheduled for Sunday, October 19. It appears to be another near record-setting cruise season! Find the full schedule and additional information about cruise season activity on the Port of Seattle website at <https://www.portseattle.org/maritime/cruise#>.



Courtesy of Port of Seattle.

District Snapshots

Puget Sound



Retirements:

Captain Bill Sliker

*Thank you for 18 years of
service to the State of WA!*

License Upgrades to Unlimited:

Captain Trevor Bozina

Congratulations, Captain!

Training Program:

Currently training are Captains Michelson, Wood, Shuler, Britton, Boullion, and Woodworth. Captains Bolton and Butterfield will begin training in Puget Sound on May 1.



Pilot trainee Captain Boullion during a training in the North Sound. Courtesy of Puget Sound Pilots.

Grays Harbor



Training Program:

Captain Ryan Campbell will begin training in Grays Harbor by May 1, 2025.



Washington State Board of Pilotage Commissioners

Quarterly Key Performance Indicators Dashboard

12 MONTHS ENDING:

Mar 31, 2025

Safety

Rest Rule Exceptions

Puget Sound District
KPI target: rate of 0.3% or less
(3 or less per 1000 assigns)

2024 Q2	2024 Q3	2024 Q4	2025 Q1
0.25%	0.15%	0.46%	0.42%
2016 assigns 5 rest exc.	1971 assigns 3 rest exc.	1729 assigns 8 rest exc.	1664 assigns 7 rest exc.

This KPI counts rest rule exceptions, excluding rest rule exceptions associated with emergent situations. The most common emergent situation is a ship dragging anchor in severe weather.

Rest rules require 1) that pilots have 10 hours rest between assignments, 2) that multiple assignments (e.g. harbor shifts) not exceed 13 hours total duration.

The BPC Pilot Safety Committee reviews rest rule exceptions each quarter.

Grays Harbor District
KPI target: 1 or less per year

2024 Q2	2024 Q3	2024 Q4	2025 Q1
0	0	0	0
51 assigns 0 rest exc.	79 assigns 0 rest exc.	76 assigns 0 rest exc.	74 assigns 0 rest exc.

Unsafe Transfer Arrangements Resulting in Fall or Injury

KPI target: 0

2024 Q2	2024 Q3	2024 Q4	2025 Q1
0	0	1	0

This KPI counts occurrences where a pilot or pilot trainee falls or is injured while embarking or disembarking a vessel with noncompliant transfer arrangement, or is physically endangered regardless of whether the incident results in physical injury.

Pollution Incidents (Spills) with Pilot Error

KPI target: 0

2024 Q2	2024 Q3	2024 Q4	2025 Q1
0	0	0	0

This KPI counts occurrences where actual or apparent collision, allision or grounding or navigational occurrence results in environmental damage (pollution/spill), with pilot error a contributing factor.

Other Incidents (Non-Pollution) with Pilot Error

KPI target: 0

2024 Q2	2024 Q3	2024 Q4	2025 Q1
1	0	0	0
2024-01-02 MATE			

This KPI counts occurrences where actual or apparent collision, allision or grounding or navigational occurrence results in personal injury or property damage, with pilot error a contributing factor. (Pilot injury associated with noncompliant transfer arrangements reported under Unsafe Transfer Arrangements.)

Diversity, Equity, and Inclusion

DEI Committee Meetings (quarterly)

KPI target: 1 meeting per quarter or more

2024 Q2	2024 Q3	2024 Q4	2025 Q1
May 16		Oct 8	Mar 19
DEI Steering Committee	NONE	DEI Steering Committee	DEI Steering Committee

DEI Events Attendance and/or Sponsorship (yearly)

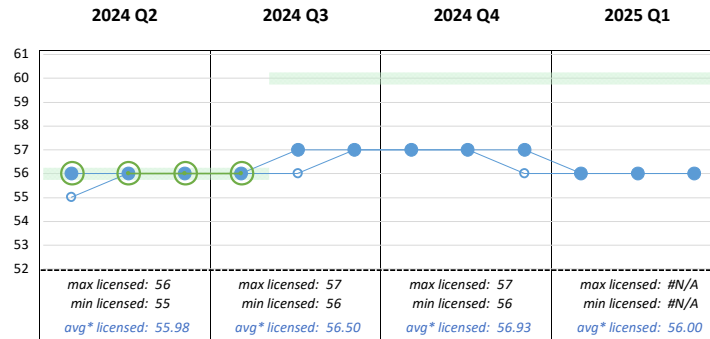
KPI target: 3 events per year or more

Year	Date	Event	Location	Atten.	Spons.
1 2024	Feb 29-Mar 2	MARAD Women on the Water	Buzzards Bay MA		
2 2024	Mar 15-16	Women in Maritime Leadership	Vallejo CA		
3					

Pilot Training and Licensing

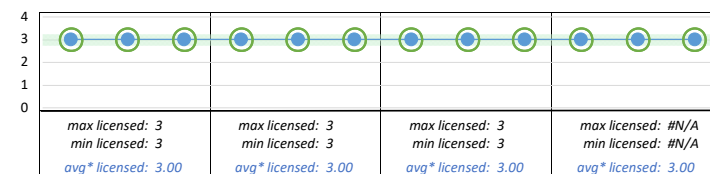
Number of Licensed Pilots

Puget Sound District
KPI target: authorized number of pilots (currently 60)



*average takes into account mid month retirements & licensures -- it is calculated using aggregate licensed days of all pilots

Grays Harbor District
KPI target: authorized number of pilots (currently 3)



*average takes into account mid month retirements & licensures -- it is calculated using aggregate licensed days of all pilots



MARINE SAFETY INFORMATION BULLETIN

These bulletins are purely informational for the maritime community within this Captain of the Port zone to advise of emerging information and situations that may impact the Marine Transportation System.

BULLETIN NO: 001-25

Date: April 12, 2025

SUBJECT: DECOMMISSIONING OF US COAST GUARD HOMEPORT WEBSITE

This bulletin calls attention to the decommissioning of the Coast Guard's Homeport website effective April 12, 2025.

Homeport has served as a trusted tool for the exchange of information between the Coast Guard and the broader maritime community. In recent years, increases in cost, system obsolescence, and expanding cybersecurity risks have made continued utilization of the Homeport system for this purpose no longer viable.

The following provides a quick reference of available resources in lieu of Homeport for local use:

<u>Legacy Homeport Function</u>	<u>Interim Resource</u>
Merchant Mariner Application Status	Contact 1-888-427-5662 or IASKNMC@uscg.mil
Merchant Mariner Credential Verification	Contact IASKNMC@uscg.mil
TWIC-New Hire Status	Contact TWIC.HQ@uscg.mil
Mariner Training and Assessment Data	Contact NMCCourses@uscg.mil
Vessel Response Plans	Contact VRP@uscg.mil
ICS Information	Contact SectorPugetSound-EMFR@uscg.mil
Maritime Security (MARSEC) Level	Visit https://navcen.uscg.gov/marsec
MSIBs, BNMs, & LNM's	Visit https://navcen.uscg.gov
Marine Event Permits	Contact SectorPugetSoundWWM@uscg.mil
Port Status & Port Contact Information	Visit https://navcen.uscg.gov/port-status
Area Maritime Security Committee	Contact SectorPugetSound-EMFR@uscg.mil

Maritime stakeholders should review the enclosed documentation for more details on the decommissioning, general interim resources, and FAQs.

For news and updates on launch of a replacement platform, please visit <https://www.uscg.mil/homeport> or <https://www.news.uscg.mil/maritime-commons/>; or for questions, please feel free to contact Sector Puget Sound's Waterways Management Division staff at SectorPugetSoundWWM@uscg.mil.

Sincerely,

M. A. McDonnell
Captain, U.S. Coast Guard
Captain of the Port, Sector Puget Sound



UNITED STATES COAST GUARD

April 12, 2025

From: U.S. Coast Guard

To: Maritime Industry Stakeholders

Re: Homeport Decommissioning

The Coast Guard is retiring Homeport as of April 12, 2025. Moving forward, you will need to use alternate approaches for tasks typically performed through the Homeport platform.

We recognize that Homeport has long been a trusted tool for mariners and the broader maritime community. The Coast Guard is establishing temporary workarounds to ensure essential services remain accessible until we can identify the best permanent approach for each function.

The following pages will provide you with guidance on how to conduct activities previously done through Homeport.

Why is Homeport being decommissioned?

The Coast Guard is responsible for maintaining both the physical and cyber security of our country's maritime commerce system. The Homeport system is facing increasing costs and system obsolescence. As a result, it is no longer a viable tool for managing the many functions required to ensure the smooth and safe flow of vessel traffic.

What do I need to do?

Please review the attached list of Homeport functions and the interim procedures and establish new business processes as appropriate.

When will the new platform launch?

Throughout this transition, we're committed to keeping the maritime community fully informed with timely updates and clear guidance.

The new [Homeport Solutions & News](#) website will be our primary tool for keeping you informed as new tools come online. You can also visit [Maritime Commons](#), the Coast Guard's blog for maritime professionals, and subscribe for the Maritime Commons Really Simple Syndication (RSS) feed to receive regular e-mail updates.

Why is this happening so quickly?

We recognize that Homeport has been a trusted tool for mariners and the broader maritime community. However, transferring Homeport functionality to more secure information systems is a critical part of securing the nation's Maritime Transportation System.

We realize that decommissioning Homeport is a significant change, and we are committed to making the transition as easy for you as possible. On behalf of the U.S. Coast Guard, thank you for your important role in building a thriving U.S. economy and your commitment to safe, secure maritime commerce.

###

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Interim Stakeholder Procedures for Homeport Functions

Last updated 12 APRIL 2025

For the most current guidance, visit <https://www.uscg.mil/homeport>

Merchant Mariner Application Status

- To check the status of an application for a Merchant Mariner Credential or medical certificate, please contact the National Maritime Center (NMC) at 1-888-427-5662, IASKNMC@uscg.mil, or via [Live Chat](#).
- NMC customer service agents are available Monday-Friday, 8:00 a.m.-5:30 p.m. EST.
- The NMC experiences its busiest times around mid-day. To avoid longer wait times, we recommend calling early in the morning when phone lines are less busy or using our Live Chat service, which will connect you with our support team during normal hours. Additionally, our Chatbot can assist with many inquiries, providing immediate answers without the need to wait for a representative.

Merchant Mariner Credential Verification

- To verify the authenticity of a Merchant Mariner Credential, please e-mail the National Maritime Center at IASKNMC@uscg.mil.
- To aid in providing a faster response, please indicate 'Credential Verification' in the subject line of your e-mail. Provide the Mariner name(s) and Mariner reference number(s) in the body of the e-mail.

Transportation Worker Identification Card - New Hire Status

- The Coast Guard Office of Port & Facility Compliance (CG-FAC) will work directly with the U.S. Transportation Security Administration (TSA) to verify newly hired employees.
- To verify the status of a newly hired employee for accompanied access to secure areas, please email CG-FAC at TWIC.HQ@uscg.mil.
- Before submitting your request, confirm that the new hire is (1) not currently engaged in a waiver or appeals process, and (2) has already:
 - ☐ Applied for a Transportation Worker Identification Card (TWIC)
 - ☐ Signed a statement affirming that they have completed the TWIC enrollment process
 - ☐ Paid the user fee
- Include 'TWIC New Hire' in the subject line of your email.
- The email should contain a password-protected attachment with the following information exactly as it appears on their TWIC application.
 - ☐ Captain of the Port (COTP) Zone
 - ☐ Vessel and/or Facility
 - ☐ Full legal name, including middle name if one exists (use 'NMN' if no middle name)
 - ☐ Social Security Number (optional)
 - ☐ Employer
 - ☐ Submitter 24hr contact information
 - ☐ TWIC enrollment date
 - ☐ Applicant ID from TWIC pre-enrollment
- IMPORTANT! You must send the passwords to access the protected files in a separate email.

ENCLOSURE (1)



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- A request may only be submitted if the new hire has applied for a TWIC, signed a statement affirming that they have completed the TWIC enrollment process, paid the user fee, and is not engaged in a waiver or appeals process.
- The TWIC New Hire Provision may NOT be used for Company or Vessel and Facility Security Officers or any individual hired specifically to perform security duties.
- Please reference 33 [CFR Subchapter H](#) for additional information concerning newly hired employees.

Mariner Training and Assessment Data (MTAD)

- Course curricula and course certificate modification requests should be sent to NMCCourses@uscg.mil.
- Course and program completion certificates should be documented by certificates issued by training providers. Completion certificate format and content should match the National Maritime Center's (NMC) format and content.
- For questions related to Mariner Training and Assessment, please contact the NMC at 206-815-6893.

Vessel Response Plans (VRP)

- We are working quickly to establish a new technical solution for VRP Express User Upload, Plan Builder, VRP data, approval letters, and vessel status inquiries. Accessibility to Vessel Response Plans (VRPs) Express by credentialed third-party users (username/password) will not be available.
- For now, submit all new VRPs, updates, and amended plans via email to vrp@uscg.mil.
- Submit all Vessel Status inquiries and approval letter requests via the online [VRP Helpdesk Inquiry Form](#).

Incident Command System (ICS) Information

- All Coast Guard Incident Command System (ICS) information – such as the ICS Handbook, job aids, forms, and Performance Qualification Standards will be moved from Homeport to the new [Homeport Solutions & News](#) page.
- If you need any ICS information that is not yet available on the new website, please reach out to your local Coast Guard Emergency Management Division or email ICS-ProgramCoordinator@uscg.mil and we will be happy to provide it.

Maritime Security (MARSEC) Level

- The Coast Guard [Navigation Center \(NAVCEN\) website](#) will soon host the status board for MARSEC Levels at <https://navcen.uscg.gov/marsec>. Please bookmark the site for future use.
- Status changes, should they occur, will show in the standard MARSEC Icon that was used on the decommissioned Homeport Site.
- In addition to the MARSEC Dashboard, status changes will also be shared through RSS Feeds, when Broadcast Notice to Mariners (BNMs) and Local Notice to Mariners (LNMs) are issued for the respective change.

Marine Safety Information Bulletins (MSIBs), Broadcast Notice to Mariners (BNM), & Local Notice to Mariners (NTM)

- Sector and District MSIBs, BNMs and LNMs are now available on the Coast Guard [NAVCEN website](#). LNMs and MSIBs can be viewed in the [Marine Safety Information \(MSI\) App](#), or if desired, each can be viewed singularly as standalone layer by either selecting the “Load all LNMs” or “MSIB Load” layer.

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- To stay aware of regional safety conditions and receive up-to-date MSIB, BNM & LNM information, commercial and recreational boaters are encouraged to subscribe to the appropriate Sector and/or District RSS Feed, found at [Subscribe to Our RSS Feeds | Navigation Center](#). Mariners have the ability to choose the MSI they wish to receive based on location. After subscribing, you will receive e-mails with real-time updates, notifications and messages similar to those previously shared on Homeport.
- National Level MSIBs will continue to be available through the appropriate HQ Offices, or at the [Deputy Commandant for Operations MSIB site](#).

Marine Event Permits

- The Coast Guard NAVCEN is building a new online Marine Event Permit Request Form. The new system should be available in the near future.
- For now, please submit requests for marine event permits directly to your local Coast Guard Sector.
- To locate your Sector contact information, visit the [Port Status and Port Contact Information](#) page, which is still in development. From there, your Waterways Management Division and/or Prevention Department should be able to provide more assistance.

Port Status and Port Contact Information

- In the near future, the Coast Guard NAVCEN will be moving Homeport's port status (e.g., Open, Open with Restrictions, and Closed) function to <https://navcen.uscg.gov/port-status>. Please bookmark this site so that you are prepared when it goes live.
- The site will also contain all the previously related contact information from Homeport for each Sector and Captain of the Port Zone (COTP) Zone.
- Mariners with questions related to the status of a specific port may contact their local Sector Command Center for more information.

Area Maritime Security Committee (AMSC) documents

- The Coast Guard is building a new, secure site to house AMSC documents, such as Salvage Response Plans and Area Contingency Plans.
- For now, please contact your servicing Port Security Specialist (PSS) or Port Security Specialist/Recovery (PSS/R) if you need any AMSC documentation.
- AMSC documents will be shared based on the requestee's need-to-know, following handling requirements for sharing Controlled Unclassified Information (CUI).

Sector Southeast Alaska High-Site Outage Notifications

- High-Site Outage Notifications for Sector Southeast Alaska are actively provided both as a physical VHF/FM Broadcast, and in the text form of the Broadcast Notice to Mariners (BNM) for the loss of a high-site radio signal (scheduled and unscheduled). These notifications are provided only to those subscribers of the [Sector Southeast Alaska COTP Zone and/or District 17 RSS Feed](#) from the Coast Guard NAVCEN Website.
- High-Site Outage Notifications for the Sector Southeast Alaska COTP Zone can also be accessed, viewed and printed from the NAVCEN BNM site within the D17 Section of the [BNM Interactive Map](#). Users can search for outages by selecting "Southeast Alaska" and then selecting a reasonable date range for current and past BNMs.
- As with all BNMs, LNM, MSIBs and other products in the MSI App, users must request to be included in the RSS Feed for Sector Southeast Alaska to receive these real-time updates and notifications, [Subscribe to Our RSS Feeds | Navigation Center](#).

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U.S. Coast Guard Federal Advisory Committees

- Information about U.S. Coast Guard Federal Advisory Committees will soon be available on [Homeport Solutions & News](#).
- For now, please contact your Committee Designated Federal Officer or Alternate Designated Federal Officer to request any information you might need.

For any additional functions needed that have not been addressed through the above alternate means, inquiries can be sent to [Navigation Center](#).

ENCLOSURE (1)



Frequently Asked Questions for Homeport Functions

Last updated 09 APRIL 2025

For the most current guidance, visit <https://www.uscg.mil/homeport>

Q: Why is the Coast Guard decommissioning Homeport?

A: The Coast Guard is decommissioning Homeport due to increasing costs and system obsolescence. These factors make it no longer viable for maintaining the physical and cyber security of the maritime commerce system. Modernizing to more secure information systems is critical for securing the nation's Maritime Transportation System.

Q: What should I do now that Homeport is decommissioned?

A: Review the provided list of interim procedures for Homeport functions and establish new business processes as needed. The information provided outlines temporary workarounds for accessing essential services.

Q: When will a new platform be launched?

A: The Coast Guard is working to identify the best permanent solutions for each Homeport function. Timely updates and guidance will be provided throughout this transition via the new Homeport Solutions & News website, Maritime Commons blog, and its associated RSS feed.

Q: Why is this happening so quickly?

A: While the Coast Guard recognizes the impact of this change, transferring Homeport functionality to more secure systems is a high priority for national maritime security.

Q: How do I check the status of my Merchant Mariner Credential application?

A: Contact the National Maritime Center (NMC) by phone (1-888-427-5662), email (IASKNMC@uscg.mil), or Live Chat. Their hours are Monday-Friday, 8:00 a.m.-5:30 p.m. EST. Consider contacting them early in the morning or using the Live Chat or Chatbot features to avoid peak wait times.

Q: How can I verify a Merchant Mariner Credential?

A: Email the NMC at IASKNMC@uscg.mil with "Credential Verification" in the subject line. Include the mariner's name and reference number in the email body.



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Q: How do I verify the status of a newly hired employee for Transportation Worker Identification CARD (TWIC) accompanied access?

A: Email CG-FAC at TWIC.HQ@uscg.mil with "TWIC New Hire" in the subject line. Ensure the new hire has applied for their TWIC, signed the affirmation statement, paid the fee, and is not in a waiver or appeals process. Include required information in a password-protected attachment and send the password in a separate email. This provision does *not* apply to Company/Vessel/Facility Security Officers or those hired for security duties. Refer to 33 CFR Subchapter H for more information.

Q: Where do I submit course curricula and certificate modification requests for Mariner Training and Assessment Data (MTAD)?

A: Send these requests to NMCCourses@uscg.mil. Course completion certificates should be issued by training providers and match the NMC's format and content. Contact the NMC at 206-815-6893 for MTAD-related questions.

Q: How do I submit Vessel Response Plans (VRPs)?

A: Submit new, updated, and amended VRPs via email to vrp@uscg.mil. Submit Vessel Status inquiries and approval letter requests through the online VRP Helpdesk Inquiry Form. A new technical solution is under development.

Q: Where can I find Coast Guard Incident Command System (ICS) information?

A: This information will be available on the Homeport Solutions & News page. If the information you need is not yet available, contact your local Coast Guard Emergency Management Division or email ICS-ProgramCoordinator@uscg.mil.

Q: Where can I find the Maritime Security (MARSEC) Level status?

A: The MARSEC Level status board will be hosted on the Coast Guard Navigation Center (NAVCEN) website: <https://navcen.uscg.gov/marsec>. Status changes will also be disseminated via RSS feeds, BNMs, and LNM's.

Q: Where can I find Marine Safety Information Bulletins (MSIBs), Broadcast Notice to Mariners (BNMs), and Local Notice to Mariners (LNMs)?

A: Sector and District MSIBs, BNMs, and LNM's are available on the Coast Guard NAVCEN website and the Marine Safety Information (MSI) App. Subscribe to the relevant Sector/District RSS feed for updates. National MSIBs remain available through HQ Offices or the Deputy Commandant for Operations MSIB site.



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Q: How do I request a Marine Event Permit?

A: Submit requests directly to your local Coast Guard Sector. Contact information can be found on the Port Status and Port Contact Information page (currently in development). A new online Marine Event Permit Request Form is under development.

Q: Where can I find Port Status and Contact Information?

A: This information will be available on the NAVCEN website: <https://navcen.uscg.gov/port-status>. For immediate questions regarding port status, contact your local Sector Command Center.

Q: How can I access Area Maritime Security Committee (AMSC) documents?

A: Contact your servicing Port Security Specialist (PSS) or Port Security Specialist/Recovery (PSS/R). Access to these documents is based on need-to-know and CUI handling requirements. A new secure site for these documents is under development.

Q: Where can I find Sector Southeast Alaska High-Site Outage Notifications?

A: These notifications are available via VHF/FM broadcast, BNMs (for subscribers to the Sector Southeast Alaska COTP Zone and/or District 17 RSS Feed), and the NAVCEN BNM site. Subscribe to the Sector Southeast Alaska RSS feed for real-time updates.

Q: Where can I find information about U.S. Coast Guard Federal Advisory Committees?

A: This information will be available on the Homeport Solutions & News website. In the meantime, contact your Committee Designated Federal Officer or Alternate Designated Federal Officer.

Q: Who should I contact for Homeport functions not addressed in these FAQs?

A: Contact the [Navigation Center](#) for any additional inquiries.

PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

Mar-2025

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

Activity

Total pilotage assignments:		575		Cancellations:		10			
Total ship moves:	565	Cont'r:	167	Tanker:	199	Genl/Bulk:	108	Other:	91
Assignments delayed due to unavailable rested pilot:				8	Total delay time:			16	hours
Assignments delayed for efficiency reasons:				8	Total delay time:			18.75	hours
Billable delays by customers:				47	Total delay time:			139	
Order time changes by customers:				117					
2 pilot jobs:		36	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS					
Day of week & date of highest number of assignments:				Wed, 3/26/25					27
Day of week & date of lowest number of assignments:				Mon, 3/24/25					10
Total number of pilot repositions:		99	Upgrade trips	18	YTD	46			
3 consecutive night assignments:		28	YTD	83					

Callback Days/Comp Days

	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2568	55	71		2552
Unlicensed	0				0
Total	2568				2552

On watch assignments 518 Call back assignments 57 CBJ ratio 9.91%

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

A. Training & Continuing Education Programs

Start Dt	End Dt	City	Facility	Program Description	Pilot Attendees
10-Mar	13-Mar	Seattle	PMI	BRMP	FLE(3on*), KEW(3off), MAM(3off), STU(3on*)
21-Mar	21-Mar	Seattle	PMI	Tethered Escort Training	BOU*, FLE, MAN*, STU
1-Mar	31-Mar			Upgrade Assignments On Duty	FLE(3on*), MIE*, RID*, STU*
1-Mar	31-Mar			Upgrade Assignments Off Duty	BOS(5off), GAR, HOA(2off), KEW(2off), MIE, STA
					* On Watch Off Watch ** paired to assign.
					14 20

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-Mar	2-Mar	Seattle	PSP	Ops Pilot	MIL(2on*)
3-Mar	16-Mar	Seattle	PSP	Ops Pilot	HAM(13on*, 1off)
4-Mar	4-Mar	Seattle	PSP	Fatigue Management	ANA*
5-Mar	5-Mar	Seattle	BPC	VEC	ANT**
6-Mar	6-Mar	Seattle	BPC	OTSC	BOU*
11-Mar	11-Mar	Seattle	BPC	TOWG	COL, SCR*
12-Mar	12-Mar	Seattle	PSP	Administrative	GRK*
12-Mar	12-Mar	Seattle	PSP	Outreach	RID
13-Mar	13-Mar	Seattle	PSP	Guideline Update	BOU*, COL*, JEN*, MOO

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees			
13-Mar	13-Mar	Port Angeles	USCG	Outreach COTP	COL*, HAM*, RID			
17-Mar	17-Mar	Seattle	BPC	WAC/TEC	KNU			
17-Mar	31-Mar	Seattle	PSP	Ops Pilot	KEP(4on*, 10off)			
18-Mar	18-Mar	Seattle	PSP	BOD, General Membership	GRK*, HAM*, KEP, MCG, MIL, MYE			
19-Mar	19-Mar	Seattle	BPC	TEC	ANT, BOZ, KNU			
19-Mar	19-Mar	Seattle	BPC	BPC Prep	ANT, KNU			
20-Mar	20-Mar	Seattle	BPC	BPC	ANT, HAM, KNU			
20-Mar	20-Mar	Gig Harbor	PSP	Outreach	MEL			
20-Mar	20-Mar	Olympia	PSP	Outreach	VON*			
21-Mar	21-Mar	Eagle Harbor	PSP	Outreach	FLE			
24-Mar	24-Mar	Seattle	PSP	Haro Prep	ANA, ANT, HAM, KAL, MYE*			
24-Mar	24-Mar	Grays Harbor	BPC	TEC	KNU			
25-Mar	25-Mar	Lakewood	PSP	Outreach	MEL			
26-Mar	28-Mar	Seattle	PSP	WC Pilot Conference	ANT(3on*), BEN(3on*), HAM(3off), MCG(3on*), STA(3off), VON(2on*, 1off)			
31-Mar	31-Mar	Seattle	PSP	Ops Pilot	MYE*			
31-Mar	31-Mar	Seattle	BPC	Senate Transportation	KNU*			
					* On Watch	Off Watch	** paired to assign.	
					43	45	1	

Safety/Regulatory

Outreach

Administrative

C. Other (i.e. injury, not-fit-for-duty status, COVID risk)

Start Dt	End Dt	REASON	PILOT
1-Mar	31-Mar	NFFD	MOO
1-Mar	5-Mar	NFFD	FLE

Trailing 12 months revenue assignments

7,377

Call back job ratio during the last 12 months (Apr 2024-Mar 2025) 10.60%

Puget Sound District Activity Report Dashboard

2025 March

Last modified
04/15/2025

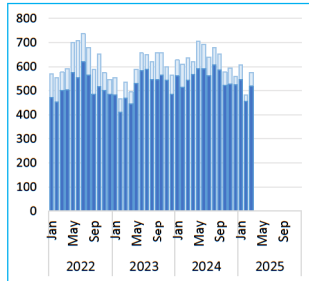
Licensed Pilots
Including President
56

No changes in March.

PS District
Trainees
6

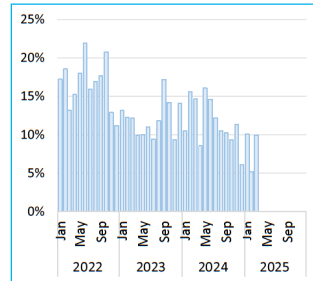
No changes in March.

Monthly Total
Assignment Count
575

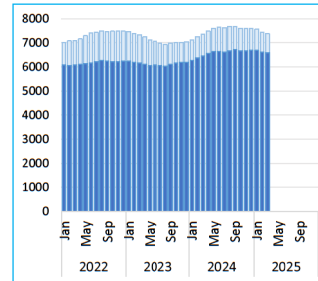


518 On-Watch (dk blue), 57 Off-Watch (lt blue)

Monthly Off-Watch
Assignment Percentage
9.9%

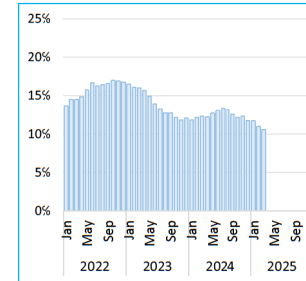


Trailing 12 Total
Assignment Count
7377



6597 On-Watch (dk blue), 780 Off-Watch (lt blue)

Trailing 12 Off-Watch
Assignment Percentage
10.6%



Licensed Pilots w/o Pres **56**
Pilots NFFD whole month **1**
Available Pilots **55**

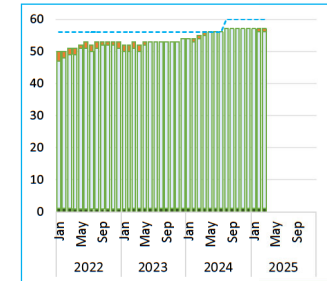
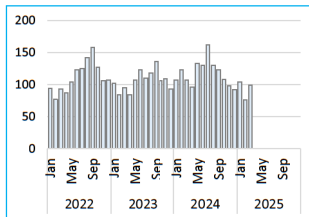
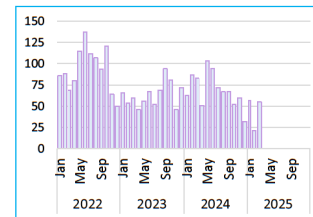


chart also includes president (1 pilot)

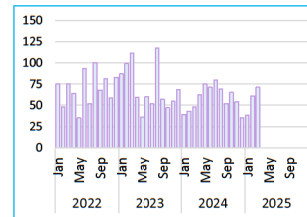
Repositions
99



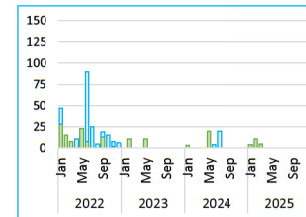
Comp Days Earned
(Callbacks)
55



Comp Days Used
(Licensed Pilots)
71

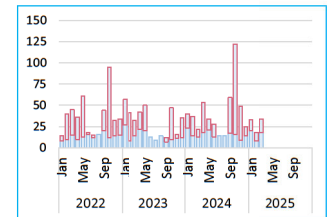


COVID Days* **0**
NFFD Days* **5**



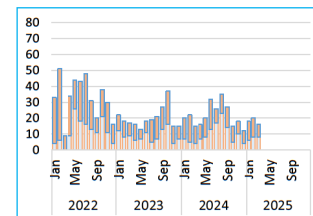
count of NFFD & Covid days if
pilot(s) not NFFD whole month

Training Days **16**
Upgrade Trips **18**



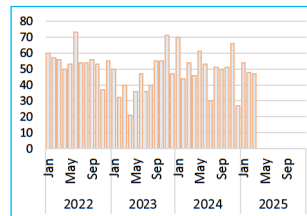
training days (red) stacked
on upgrade trips (blue)

Pilot Delays (Count)
combined total
16

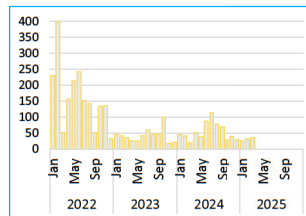


efficiency delay counts stacked on top
of pilot shortage delay counts on bottom

Billable Delays (Count)
by Customers
47

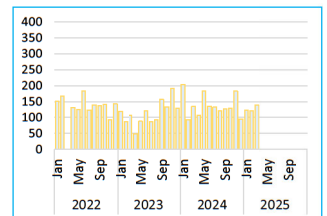


Pilot Delay Hours
(Pilot Shortage & Efficiency)
34.75 hrs

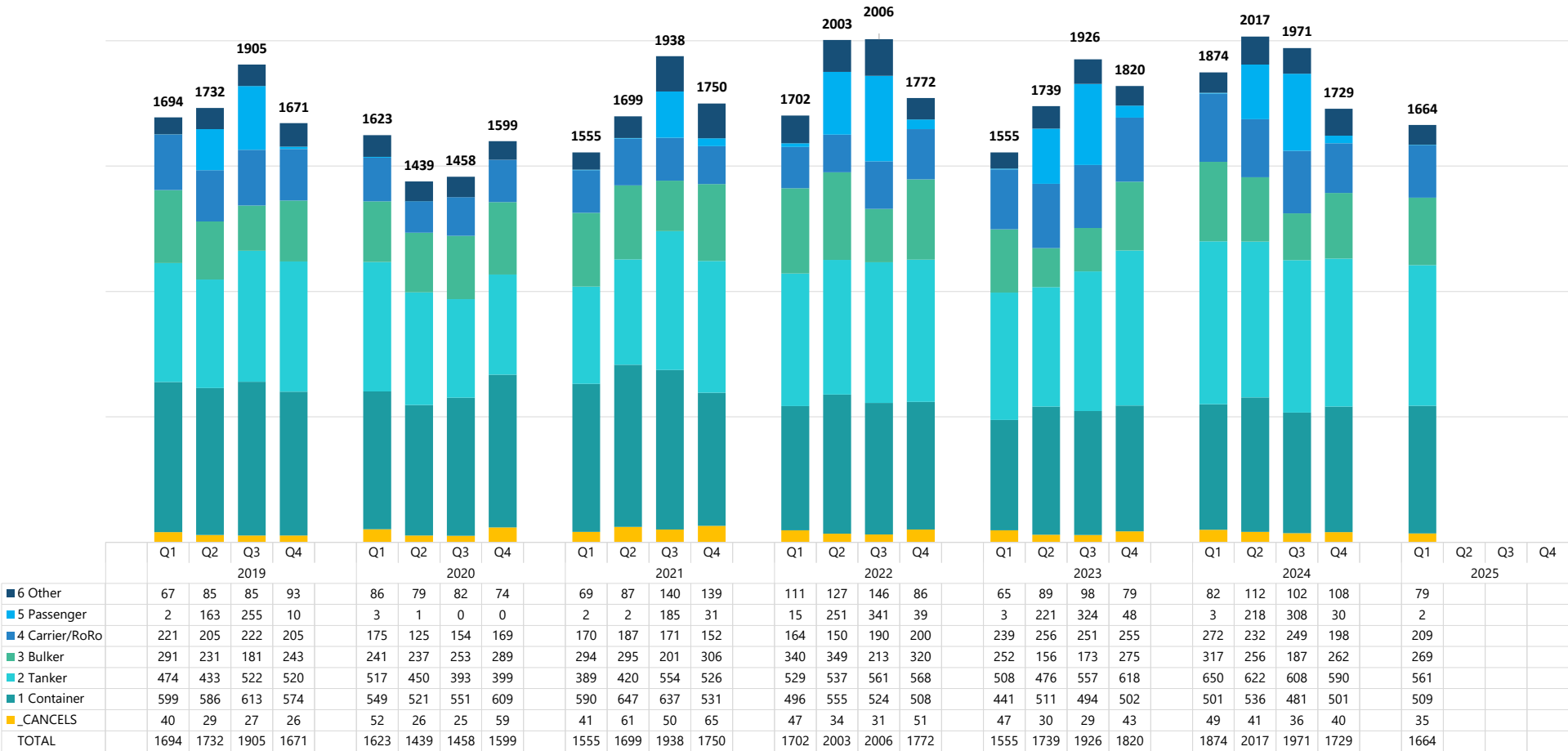


total pilot delay hours (not separated into
efficiency & pilot shortage components)

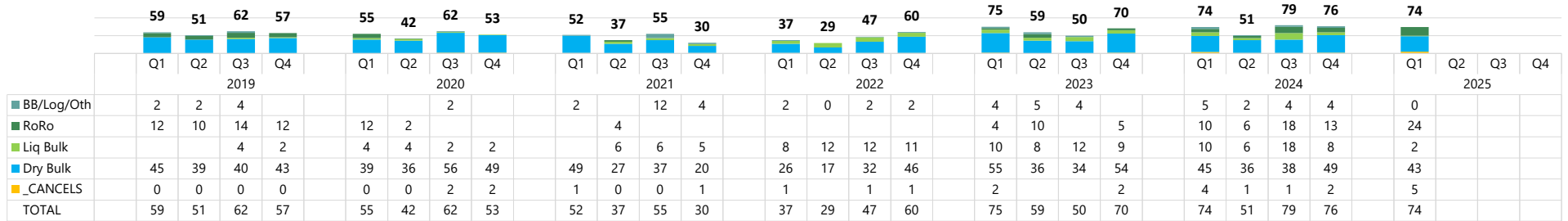
Billable Delay Hours
by Customers
139 hrs



Puget Sound Pilotage District Assignments 2019-2025
quarterly, by vessel type, including cancellations



Grays Harbor Pilotage District Assignments 2019-2025
quarterly, by vessel type, including cancellations



DATE	VESSEL	FROM	TO	Last Port of call (LPOC)	Next Port of Call (NPOC)	LADEN (Y OR N) On Arrival	DWT TONNAGE	BUNKERS/STORES ETC:
10-Jan	SEAWAYS OLIVE	PS	ANSHE-I/S	VANCOUVER, CANADA		N	49999	NO
12-Jan	SEAWAYS HERCULES	PS	VIANC	VANCOUVER, CANADA		N	47787	NO
14-Jan	AQUALEADER	PAANC	PS		VANCOUVER, CANADA		115669	STORES ONLY
14-Jan	BW WREN	PS	VIANC	VANCOUVER, CANADA		Y	49999	YES
15-Jan	HIGH SEAS	PS	VIANC	BURNABY, CANADA		Y	51678	NO
18-Jan	HIGH SEAS	ANSHE-I/S	PS		BURNABY, CANADA		51678	NO
6-Mar	SEAWAYS YOSEMITE	PAANC	PS		VANCOUVER, CANADA	N	112905	YES
13-Mar	HIGH SEAS	PS	CPBP-S	VANCOUVER, CANADA		Y	51678	NO
14-Mar	HIGH SEAS	CPBP-S	PS		VANCOUVER, CANADA	N	51678	NO
19-Mar	NORD MIYAKO	PS	CPBP-S	VANCOUVER, CANADA		Y	52816	NO
21-Mar	NAVE POLARIS	PAANC	PS		VANCOUVER, CANADA	N	115699	COC EXAM
22-Mar	FREEDOM GLORY	PAANC	PS		VANCOUVER, CANADA	N	114122	YES
29-Mar	PACIFIC JADE	PS	PAANC	VANCOUVER, CANADA		Y	113306	STORES ONLY
31-Mar	LAKE STARS	VIANC	PS		VANCOUVER, CANADA	N	113848	NO
NPOC BC 3 vessels, in Q1 2025, that could have used Strait of Georgia Northbound direct from WA port								
LPOC BC 6 vessels, in Q1 2025, that could have used strait of Georgia Southbound direct to WA port								
NPOC BC 4 vessels, in Q1 2025, Northbound via Haro Strait would require a WA pilot under BPC motion passed on 4/3/25.								
LPOC BC 1 vessel, in Q1 2025, Southbound via Haro Strait would require a WA pilot under BPC motion passed on 4/3/25								

This spreadsheet represents the 2025 Q1 tanker traffic that would have been impacted by implementing the change in the BPC order. Six of the vessels could have used the Strait of Georgia southbound and three could have used the Strait of Georgia northbound rather than utilizing Haro Strait.

Port of Grays Harbor

Pilotage Report

April 17, 2025

Pilotage Activity

There were a total of 9 arrivals in March of 2025 (6 dry bulkers and 3 RoRo). This equated to 28 jobs. There were a lot of anchor jobs and 3 cancellations. Year to date there have been 26 vessels and a total of 73 jobs

The April schedule shows 10 arrivals scheduled so far: 3 RoRo's, 1 liquid bulker and 6 dry bulkers.

Terminal 4 Expansion

The Port Commission awarded a contract for the permit required, compensatory wetland mitigation on a vacant port owned property on the south shore of Grays Harbor, offsetting impacts to wetlands associated with the construction at the main T4 Expansion Project Site.

We now have all of the construction phases of the T4 Expansion Project under contract.

Jasons Cradle

When the Port and the Coast Guard conducted the Man Over Board drill last fall, the Pilot Boat Crews found it almost impossible to pull the dummy out of the water. As such, Port Staff have researched options and found the Jasons Cradle the most effective option to retrieve any personnel from the water. The Jasons Cradle is a net made of cloth webbing that can be suspended over a rail but has stiffener batts which make it easier to climb. It can take the form of a stretcher for rescue purposes where a weak or injured person can simply roll into it.

The Port is obtaining quotes for the Jasons Cradle and plan to install them on both Pilot Boats.