



Washington State  
Board of Pilotage Commissioners

2006 ANNUAL REPORT

# 2006 ANNUAL REPORT

## BOARD OF PILOTAGE COMMISSIONERS

RCW 88.16.035 (5)

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### TABLE OF CONTENTS

#### ITEM

- 1 FOREWORD
- 2 LICENSED PILOTS
- 3 BOARD MEMBERS & EXPENSES
- 4 TOTAL PILOTAGE ASSIGNMENTS BY DISTRICT
- 5 ANNUAL EARNINGS OF INDIVIDUAL PILOTS
- 6 ANNUAL EXPENSES OF PILOTAGE DISTRICTS
- 7 PILOTAGE TARIFFS
- 8 INCIDENT REPORTS & MARINE SAFETY OCCURENCES
- 9 PETITIONS FOR VESSEL EXEMPTION
- 10 PILOT EXAMINATIONS & TRAINING PROGRAMS

The following reports and manuals are on file at the Board of Pilotage Commissioners Office, 2901 Third Avenue, Seattle, WA 98121. They are too substantial to reproduce for purposes of this report.

Summaries of Dispatch Records

Quarterly Earnings Reports from Pilots

By-laws and Operating Rules (Puget Sound District)

Oil Tanker Movement Reports (Puget Sound District)

# 1 FOREWORD

## Shipping Activity in Washington State

The Puget Sound Pilots handled a total of 8,196 vessel moves with 8,372 assignments in 2006, up slightly from the previous year. Based on an average of 52.8 full-time pilots, each pilot handled an average of 158.5 assignments, down slightly from 2005.

The Grays Harbor Pilots handled a total of 82 pilotage assignments in 2006, down 41% from the previous year. High freight transportation costs and other market conditions contributed to a reduction in ship call activity at Port of Grays Harbor Terminal No. 2 bulk export facility. Pilotage jobs are expected to increase again as market conditions stabilize and new shipments of bulk commodities related to a biodiesel processing plant under construction on Port property commence mid-2007. The Port of Grays Harbor employed two full-time pilots.

## 2006 Tariff Hearings

There was no joint proposal offered by Polar Tankers, Puget Sound Steamship Operators Association and the Puget Sound Pilots in accordance with the 5-year Plan for setting the tariff. Industry offered an increase to the 5-year Plan, which would add 5% to the target net income. Pilots asked for a 28.3% increase. The Board approved a 24% increase in the tariff for the Puget Sound District and set no Target Net Income or Business Expense allowance. The new tariff increased the net income for Puget Sound Pilots from \$214,665 in 2005 to \$276,147 in 2006, after taking a \$38,480 business expense deduction. The number of pilots set by the board as of the end of the year is 57.

The identical proposals from the Puget Sound Steamship Operators Association and the Port of Grays Harbor increased the Grays Harbor tariff by 2.5%, as follows: Increase all draft and tonnage charges by 3% and reduce the pension charge to \$171 per assignment.

## District Pilot Examinations

No examinations were given in either district in 2006. Ten applicants from the November 2005 examination remain on the waiting list to begin training.

## New Legislation and Regulations

WAC 363-116-078 was amended to clarify the requirements and expectations for pilot trainees while engaged in a training program and to define the criteria for training stipend eligibility.

## 2 LICENSED PILOTS

### PUGET SOUND DISTRICT

PILOT	LIC NO.	YRS
Anderson, W. K.	146	11
Arnold, J. E.	147	11
Blake, M. E.	163	<1
Bock, W. A.	112	23
Bujacich, J. P.	164	<1
Bundren, W. A.	119	21
Carlson, I. J.	165	<1
Coe, F. A.	142	15
Emerson, L. P.	126	19
Engstrom, C. J.	133	17
Engstrom, V. O.	162	2
Flavel, M. R.	140	15
Fosse, A. L.	113	22
Giese, P. A.	143	14
Hannigan, P. M.	108	25
Harris, J. B.	123	19
Henshaw, B. F.	155	6
Hunziker, C. C. Jr.	115	22
Hurt, G. D.	158	6
Jacobs, T. A.	131	17
Johnson, M. I.	157	6
Justice, V. K.	128	18
Kelly, P. S.	167	<1
Knowles, B. S.	150	11
Kromann, R. N.	103	27
Larson, C. N.	151	10
Larson, G. N.	107	25
Mackenzie, D. G.	124	19
Mathisen, L. M.	111	22
Mayer, D. W.	121	20
McCurdy, R. F. Jr	141	15
Mendenhall, M. G.	92	30
Michelson, B. L.	136	16
Mork, S. E.	159	5
Newman, A. J.	125	19

PILOT	LIC NO.	YRS
Niederhauser, J. S.	132	17
Petke, L. R.	137	16
Sanders, D. A.	152	10
Scoggins, J. T.	161	2
Semler, J. R.	156	6
Shaffer, D. L.	116	21
Shaffer, J. A.	145	14
Shuler, M. J.	154	9
Snyder, W. H.	153	9
Sliker, W. J.	166	<1
Soriano, D. B.	122	20
Stensager, D. H.	120	20
Thorsen, W. E.	118	21
VonBrandenfels, E.	148	11
Ward, J. E.	160	3
Ward, J. K.	168	<1
Werner, N. A.	149	11
Wiley, R.	127	18
Wood, M. D.	134	17

Number of pilots as of 1/1/06	51
Number of retirements in 2006	3
Number of new pilots in 2006	6
Number of pilots as of 12/31/06	54

### GRAYS HARBOR DISTRICT

PILOT	NO.	YRS
D'Angelo, R. L.	15	12
Cooke, S. G.	16	1

*The Board issues licenses to pilots after they qualify for and pass a written examination and simulator evaluation and successfully complete a training program established by the Board. Licenses are renewed annually after passing a physical examination and paying a license fee.*

### 3 BOARD MEMBERS & EXPENSES

#### COMMISSIONERS

<u>CHAIR</u>	<u>APPOINTED</u>	<u>TERM EXPIRES</u>
Captain Harry Dudley	11-01-99	
<u>REPRESENTING THE PUBLIC AT LARGE</u>		
Charles Davis	12-24-98 01-25-02 01-09-06	12-26-09
Ole Mackey	03-02-04 12-03-04	12-26-08
<u>REPRESENTING AMERICAN SHIPPING</u>		
Captain Craig Lee <b>BP Shipping (USA)</b>	01-25-02 10-24-03	12-26-07
<u>REPRESENTING FOREIGN SHIPPING</u>		
Vince Addington <b>General Steamship Corporation</b>	03-08-00 12-27-00 12-03-04	12-26-08
<u>REPRESENTING THE PILOTS</u>		
Captain Pat Hannigan <b>Puget Sound Pilotage District</b>	12-26-04	12-26-08
Captain William Snyder <b>Puget Sound Pilotage District</b>	12-15-06	12-26-07
<u>REPRESENTING THE DEPARTMENT OF ECOLOGY</u>		
Norm Davis <b>The Spill Prevention, Preparedness &amp; Response Program</b>	04-15-05	
<u>REPRESENTING THE MARINE WATER ENVIRONMENT</u>		
Andrew Palmer <b>Ocean Policy Associates</b>	01-29-98 12-24-98 03-17-03	12-26-06

## LEGAL COUNSEL

Susan Cruise

03-09-04

## STAFF

Peggy Larson, Administrator

12-08-82

Judy Bell, Admin. Assistant

04-16-03

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*The Board is made up of the Executive Director of Washington State Ferries, or his designee; the Director of the Department of Ecology, or his designee; and seven members appointed by the governor. Each appointed member's term is for four years.*

## ANNUAL EXPENSES

January 01, 2006 – December 31, 2006

Salaries and Benefits	\$ 154,031
Personal Service Contracts	\$ 10,750
Goods and Services	\$ 228,163
Travel	\$ 8,695
Equipment	\$ 00
<b>TOTAL EXPENDITURES</b>	<b>\$ 401,639</b>
Stipend surcharge receipts	\$ 389,564.60
Trainee stipends paid out	\$ 252,338.70
Balance in fund	\$ 137,225.90

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*Funds for the Board of Pilotage Commissioners budget come from annual Pilot license fees and other fees collected as authorized by RCW 88.16.070. The Washington State Legislature reviews and approves our biennial budget, but appropriates no State General Fund revenue.*

*Trainee Stipends are paid from funds collected specifically for that purpose in the tariff. The amount of the tariff surcharge is reviewed annually at each regular tariff hearing.*

## 4 TOTAL PILOTAGE ASSIGNMENTS

### PUGET SOUND PILOTAGE DISTRICT

#### VESSEL TYPES AND ANNUAL TONNAGE

<u>Vessel Type</u>	<u>Movements</u>	<u>Gross Tons</u>
Bulker	1241	38,439,551
Car Carrier	556	23,732,864
Container	3140	158,497,190
General Purpose	188	3,537,145
Naval	43	908,282
O. B. O.	5	224,605
Other	99	1,001,362
Passenger	389	30,143,362
Reefer	11	90,902
Ro-Ro	316	10,803,769
Tanker	2206	111,574,854
Wood Chip Carrier	9	287,809
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2006 VESSEL MOVES	8196	379,241,695
2006 PILOTING ASSIGNMENTS	8372	
2005 VESSEL MOVES	8169	364,577,150
2005 PILOTING ASSIGNMENTS	8260	
2004 VESSEL MOVES	7494	319,673,170
2004 PILOTING ASSIGNMENTS	7604	



# GRAYS HARBOR PILOTAGE DISTRICT

## SHIP CALLS AND ANNUAL TONNAGE

### Ship Calls

Port of Grays Harbor	18
Weyerhaeuser	15
Total Ship Calls 2006	33
Total Ship Calls 2005	58
Total Ship Calls 2004	47

### Jobs

Arrivals	33
Departures	35
Shifts	14
Cancellations	0
Total jobs 2006	82
Total jobs 2005	139
Total jobs 2004	118

### Gross Tonnage

2006	1.4 million GT
2005	2.77 million GT
2004	2.41 million GT

# 5 ANNUAL EARNINGS OF INDIVIDUAL PILOTS

## PUGET SOUND PILOTAGE DISTRICT

### DISTRIBUTION OF REVENUE AND EXPENSES

<b>TOTAL PILOTAGE REVENUE</b>	<b>\$25,048,016</b>	
<b>Gross earnings per full-time Pilot (52.8 FT Pilots)</b>		<b>\$474,542</b>
<b>TOTAL OPERATING EXPENSES</b>	<b>\$7,555,434</b>	
<b>Less share of Operating Expenses per full-time Pilot (Seattle, Port Angeles, Boats, Retirement payments)</b>		<b>\$143,125</b>
<b>TOTAL TRANSPORTATION EXPENSES</b>	<b>\$ 886,248</b>	
<b>Less share of Transportation Expenses per full-time Pilot</b>		<b>\$ 16,790</b>
<b>Gross Income</b>	<b>\$ 16,606,334</b>	<b>\$314,627</b>
<b>Individual Business Expense and Target Net Income was <u>not</u> set by 2006 tariff</b>		
<b>Total Share of pooled revenue per Pilot (as reported in PSP audited financial statement)</b>		<b>\$276,147</b>
<b>PROJECTED ASSIGNMENTS FOR 2006</b>	<b>8506</b>	
<b>ACTUAL ASSIGNMENTS FOR 2006</b>	<b>8372</b>	
<b>PROJECTED ASSIGNMENTS FOR 2005</b>	<b>7768</b>	
<b>ACTUAL ASSIGNMENTS FOR 2005</b>	<b>8260</b>	

SCHEDULE OF RETIREMENT INCOME FOR INACTIVE  
PILOTS AND WIDOWS OF DECEASED PILOTS

W. A. Anderson	V. Kjeldtoft
E. Bock	E. Lichty
L. Carey	S. Lindholm
S. Carlson	E. J. Lofquist
J. L. Cox	F. Michelson
C. Cramer	R. A. Moss
L. Damon	R. W. Murphy
R. O. Deschamps	J. P. Osnes
E. Eckrem	K. E. Ostergaard
M. Endrody	R. S. Peake
K. L. Florian	G. M. Poor
M. Gavin	R. H. Quinn
T. J. Goodin	S. A. Robichaux
P. Grandy	L. W. Sackett
W. M. Grobschmit	A. S. Skucy
K. Hayes	A. Soriano
J. F. Henshaw	D. A. Thornton
M. Henshaw	J. S. Thorsen
B. C. Holmes	L. D. Thorsen
C. L. Johnson	J. W. Trimmer
B. E. Joyce	M. Watkins
D. Kelly	
TOTAL RETIREMENT PAYMENTS	\$ 1,350,020

## GRAYS HARBOR PILOTAGE DISTRICT

### STATEMENT OF REVENUES AND EXPENSES

<u>Pilot</u>	<u>Salary</u>	<u>Benefits</u>	<u>Expenses</u>	<u>Total compensation</u>
D'Angelo, R. L.	\$ 160,000	\$ 37,001	\$ 3,118	\$ 200,119
Cooke, S. G.	\$ 143,500	\$ 41,572	\$ 7,903	\$ 192,975

#### Remarks:

“Salary” represents a fixed annual amount paid to the pilots in monthly or weekly installments, irrespective of the number of vessel arrivals. “Benefits” include health, life and disability insurance, paid days off, federal and state taxes, and retirement funding. “Expenses” include training, telephone, license fees and other similar costs.

### SCHEDULE OF RETIREMENT INCOME FOR INACTIVE PILOTS

W. C. Dietrich  
J. M. Hoyne  
B. L. Watson

TOTAL RETIREMENT PAYMENTS \$ 123,056

# 6 ANNUAL EXPENSES OF PILOTAGE DISTRICTS

## PUGET SOUND PILOTAGE DISTRICT

<u>Personnel Employed</u>	<u>Position</u>
1. T. Burnell	Dispatcher / Clerk
2. A. Dreyer	Deckhand / Engineer / Relief Boat Operator
3. M. Gregson	Deckhand / Engineer
4. C. Harthorne	Accountant / Dispatcher / Clerk
5. L. Hartzell	A/R Clerk
6. K. Houston	Dispatcher / Clerk
7. M. Juskevich	Relief Deckhand / Engineer
8. P. Moore	Accountant / Dispatcher / Clerk
9. S. Morgan	Boat Operator
10. T. Nicholson	Boat Operator
11. J. Paulson	Lead Boat Operator
12. J. Rushton	Deckhand/Engineer
13. R. Shelton	Maintenance / Utility
14. D. Shideler	Boat Operator
15. W. Tabler	Executive Director/General Counsel
16. B. Valentine	Dispatcher / Clerk
17. R. Welch	Deckhand / Engineer

Duty Arrangements: Office staff 8 or 10 hour days, boatmen 12 hour days.

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### Port Angeles Station Operating Expenses

Reposition Pilots	\$ 290,629
Food	104,853
Maintenance and repairs	80,246
Depreciation	107,257
Telephone and communications	15,204
Utilities	16,647
Supplies	43,534
Interest	53,291
Taxes on property	12,652
Rent, tideland lease	<u>2,223</u>
TOTAL	\$ 726,536

### Seattle Station Operating Expenses

Employee salaries	\$ 652,503
Taxes on revenue	486,361
Pilot training	244,798
Employee benefits	244,693
Dues	116,181
Rent	112,668
Attorney fees	22,877
Depreciation	82,689
Travel, entertainment and promotion	134,973
Office supplies	33,991
Lobbyists – Pilot matters	39,630
Taxes on payroll	43,311
Telephone and communications	42,965
CPA fees	47,814
Maintenance and repair	46,430
Printing and publications	10,914
Software Consulting fees	293,108
Equipment leases	5,755
Interest	59,709
Data processing	88,138
Insurance	15,488
Drug testing	3,750
Grays Harbor Pension	123,056
Taxes, other	1,798
Penalties	3,678
Political Contributions	<u>45,400</u>
TOTAL	\$ 3,002,678

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### Pilot Boat Operating Expenses

Employee salaries	\$ 681,454
Operation of “Juan de Fuca”	298,209
Operation of “Puget Sound”	328,958
Employee benefits	149,680
Depreciation	693,221
Insurance	121,476
Interest	136,035
Taxes on payroll	54,236
Taxes on property	<u>12,931</u>
TOTAL	\$ 2,476,200

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Port Angeles Station	\$ 726,536
Seattle Station	3,002,678
Pilot Boat	<u>2,476,200</u>
TOTAL OPERATING EXPENSES	\$ 6,205,414

# GRAYS HARBOR PILOTAGE DISTRICT

## Personnel Employed

- |                        |                 |
|------------------------|-----------------|
| 1. Captain R. D'Angelo | Full-time Pilot |
| 2. Captain S. Cooke    | Full-time Pilot |

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TOTAL REVENUE	\$408,846
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### Operating Expenses

Wages	\$277,232
Benefits	104,842
Boarding / de-boarding Services	122,113
Repair / Maintenance	24,021
Advertising	1,396
Insurance	5,317
Legal Services	553
Training	3,360
Telephone	2,876
Supplies	4,773
Dues & license fees	6,290
Taxes	5,648
Travel	3,161
Miscellaneous other expenses	325
Depreciation	24,321
Port Administrative Services	<u>59,162</u>

TOTAL OPERATING EXPENSES	\$645,390
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NET REVENUE / EXPENSES	(\$236,544)
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# 7 PILOTAGE TARIFFS

## GRAYS HARBOR PILOTAGE DISTRICT TARIFF

Effective 0001 hours August 1, 2006, through 2400 hours July 31, 2007.

### CLASSIFICATION

### RATE

Fees for piloting of vessels in the inland waters and tributaries of Grays Harbor shall consist of the following:

#### Draft and Tonnage Fees:

Each vessel shall be charged according to its draft and tonnage for each vessel movement inbound to the Grays Harbor pilotage district, and for each movement outbound from the district.

Draft	\$92.70 per meter
	or
	\$28.25 per foot
Tonnage	\$0.266 per net registered ton
Minimum Net Registered Tonnage	\$930.00
Extra Vessel (in case of tow)	\$520.00

Provided that, due to unique circumstances in the Grays Harbor pilotage district, vessels that call, and load or discharge cargo, at Port of Grays Harbor Terminal No. 2 shall be charged \$5,150.00 per movement for each vessel movement inbound to the district for vessels that go directly to Terminal No. 2, or that go to anchor and then go directly to Terminal No. 2, or because Terminal No. 2 is not available upon arrival that go to layberth at Terminal No. 4 (without loading or discharging cargo) and then go directly to Terminal No. 2, and for each vessel movement outbound from the district from Terminal No. 2, and that this charge shall be in lieu of only the draft and tonnage fees listed above.

#### Boarding Fee:

Per each boarding/deboarding from a boat or helicopter	\$1,000.00
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#### Harbor Shifts:

For each shift from dock to dock, dock to anchorage, anchorage to dock, or anchorage to anchorage	\$647.88
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Delays per hour	\$154.49
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Cancellation charge (pilot only)	\$258.22
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Cancellation charge (boat or helicopter only)	\$774.69
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#### Pension Charge:

Charge per pilotage assignment, including cancellations	\$171.00
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#### Travel Allowance:

Transportation fee per assignment	\$55.00
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Pilot when traveling to an outlying port to join a vessel or returning through an outlying port from a vessel which has been piloted to sea shall be paid \$903.82 for each day or fraction thereof, and the travel expense incurred.

#### Bridge Transit:

Charge for each bridge transited	\$283.61
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Additional surcharge for each bridge transited for vessels in excess of 27.5 meters in beam	\$785.22
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#### Miscellaneous:

The balance of amounts due for pilotage rates not paid within 30 days of invoice will be assessed at 1 1/2% per month late charge.



# PUGET SOUND PILOTAGE DISTRICT TARIFF

Effective 0001 hours July 1, 2006, through 2400 hours June 30, 2007.

<b>CLASSIFICATION</b>	<b>RATE</b>
Ship length overall (LOA)	
Charges:	
Per LOA rate schedule in this section.	
Boarding fee:	\$43.00
Per each boarding/deboarding at the Port Angeles pilot station.	
Harbor shift - Live ship (Seattle Port)	LOA Zone I
Harbor shift - Live ship (other than Seattle Port)	LOA Zone I
Harbor shift - Dead ship	Double LOA Zone I
Towing charge - Dead ship:	Double LOA Zone
LOA of tug + LOA of tow + beam of tow	

Any tow exceeding seven hours, two pilots are mandatory. Harbor shifts shall constitute and be limited to those services in moving vessels from dock to dock, from anchorage to dock, from dock to anchorage, or from anchorage to anchorage in the same port after all other applicable tariff charges for pilotage services have been recognized as payable.

Compass Adjustment	\$310.00
Radio Direction Finder Calibration	\$310.00
Launching Vessels	\$466.00
Trial Trips, 6 hours or less (minimum \$876.00)	\$146.00 per hour
Trial Trips, over 6 hours (two pilots)	\$291.00 per hour
Shilshole Bay – Salmon Bay	\$182.00
Salmon Bay – Lake Union	\$141.00
Lake Union – Lake Washington (plus LOA zone from Webster Point)	\$182.00
Cancellation Charge	LOA Zone I
Cancellation Charge – Port Angeles:	LOA Zone II
(When a pilot is ordered and vessel proceeds to a port outside the Puget Sound pilotage district without stopping for a pilot or when a pilot order is canceled less than twelve hours prior to the original ETA.)	

## **Waterway and Bridge Charges:**

*Ships up to 90' beam:*

A charge of \$229.00 shall be in addition to bridge fees for any vessel movements both inbound and outbound required to transit south of Spokane Street in Seattle, south of Eleventh Street in any of the Tacoma waterways, in Port Gamble, or in the Snohomish River. Any vessel movements required to transit through bridges shall have an additional charge of \$109.00 per bridge.

*Ships 90' beam and/or over:*

A charge of \$311.00 shall be in addition to bridge fees for any vessel movements both inbound and outbound required to transit south of Spokane Street in Seattle and south of Eleventh Street in any of the Tacoma waterways.

[Board of Pilotage Commissioners, 2006 Annual Report](#)

Any vessel movements required to transit through bridges shall have an additional charge of \$217.00 per bridge.

(The above charges shall not apply to transit of vessels from Shilshole Bay to the limits of Lake Washington.)

*Two or three pilots required:*

In a case where two or three pilots are employed for a single vessel waterway or bridge transit, the second and/or third pilot charge shall include the bridge and waterway charge in addition to the harbor shift rate.

**Docking Delay After Anchoring:**

Applicable harbor shift rate to apply, plus \$236.00 per hour standby. No charge if delay is 60 minutes or less. If the delay is more than 60 minutes, charge is \$236.00 for every hour or fraction thereof.

**Sailing Delay:**

No charge if delay is 60 minutes or less. If the delay is more than 60 minutes, charge is \$236.00 for every hour or fraction thereof. The assessment of the standby fee shall not exceed a period of twelve hours in any twenty-four-hour period.

**Slowdown:**

When a vessel chooses not to maintain its normal speed capabilities for reasons determined by the vessel and not the pilot, and when the difference in arrival time is one hour, or greater, from the predicted arrival time had the vessel maintained its normal speed capabilities, a charge of \$236.00 per hour, and each fraction thereof, will be assessed for the resultant difference in arrival time.

**Delayed Arrival – Port Angeles:**

When a pilot is ordered for an arriving inbound vessel at Port Angeles and the vessel does not arrive within two hours of its ETA, or its ETA is amended less than six hours prior to the original ETA, a charge of \$236.00 for each hour delay, or fraction thereof, shall be assessed in addition to all other appropriate charges.

When a pilot is ordered for an arriving inbound vessel at Port Angeles and the ETA is delayed to six hours or more beyond the original ETA, a cancellation charge shall be assessed, in addition to all other appropriate charges, if the ETA was not amended at least twelve hours prior to the original ETA.

**Tonnage Charges:**

*0 to 20,000 gross tons:*

Additional charge to LOA zone mileage of \$0.0073 a gross ton for all gross tonnage up to 20,000 gross tons.

*20,000 to 50,000 gross tons:*

Additional charge to LOA zone mileage of \$0.0751 a gross ton for all gross tonnage in excess of 20,000 gross tons up to 50,000 gross tons.

*50,000 gross tons and up:*

In excess of 50,000 gross tons, the charge shall be \$0.0900 per gross ton.

[Board of Pilotage Commissioners, 2006 Annual Report](#)

For vessels where a certificate of international gross tonnage is required, the appropriate international gross tonnage shall apply.

**Transportation to Vessels on Puget Sound:**

March Point or Anacortes	\$157.00
Bangor	153.00
Bellingham	181.00
Bremerton	135.00
Cherry Point	209.00
Dupont	97.00
Edmonds	35.00
Everett	59.00
Ferndale	199.00
Manchester	131.00
Mukilteo	53.00
Olympia	125.00
Point Wells	35.00
Port Gamble	185.00
Port Townsend (Indian Island)	223.00
Seattle	15.00
Tacoma	71.00

(a) Intraharbor transportation for the Port Angeles port area: Transportation between Port Angeles pilot station and Port Angeles harbor docks - \$15.00.

(b) Interport shifts: Transportation paid to and from both points.

(c) Intraharbor shifts: Transportation to be paid both ways. If intraharbor shift is canceled on or before scheduled reporting time, transportation paid one way only.

(d) Cancellation: Transportation both ways unless notice of cancellation is received prior to scheduled reporting time in which case transportation need only be paid one way.

(e) Any new facilities or other seldom used terminals, not covered above, shall be based on mileage x \$2.00 per mile.

**Delinquent Payment Charge:**

1 1/2% per month after 45 days from first billing.

**Nonuse of Pilots:**

Ships taking and discharging pilots without using their services through all Puget Sound and adjacent inland waters shall pay full pilotage fees on the LOA zone mileage basis from Port Angeles to destination, from place of departure to Port Angeles, or for entire distance between two ports on Puget Sound and adjacent inland waters.

**Training Surcharge:**

Effective January 20, 2007, a surcharge of \$5.00 for each pilot trainee then receiving a stipend pursuant to the training program provided in WAC [363-116-078](#) shall be added to each vessel assignment.

[Board of Pilotage Commissioners, 2006 Annual Report](#)

**LOA Rate Schedule:**

The following rate schedule is based upon distances furnished by National Oceanic and Atmospheric Administration, computed to the nearest half-mile and includes retirement fund contributions.

LOA	ZONE	ZONE	ZONE	ZONE	ZONE	ZONE
	I Intra Harbor	II 0-30 Miles	III 31-50 Miles	IV 51-75 Miles	V 76-100 Miles	VI 101 Miles Over
Up to 449	227	351	600	894	1,204	1,562
450 - 459	236	358	604	908	1,224	1,570
460 - 469	238	362	613	923	1,240	1,577
470 - 479	247	372	621	941	1,244	1,580
480 - 489	253	379	624	959	1,251	1,587
490 - 499	257	384	632	976	1,267	1,595
500 - 509	270	391	642	988	1,276	1,605
510 - 519	272	398	649	1,002	1,290	1,610
520 - 529	275	412	657	1,007	1,301	1,624
530 - 539	284	417	666	1,018	1,322	1,642
540 - 549	289	423	681	1,029	1,343	1,657
550 - 559	294	438	686	1,044	1,353	1,673
560 - 569	305	455	699	1,053	1,366	1,689
570 - 579	311	459	702	1,058	1,380	1,700
580 - 589	324	466	718	1,066	1,389	1,717
590 - 599	340	476	723	1,071	1,409	1,737
600 - 609	351	490	732	1,075	1,426	1,746
610 - 619	371	495	746	1,080	1,440	1,761
620 - 629	386	502	751	1,092	1,456	1,782
630 - 639	404	510	760	1,095	1,469	1,797
640 - 649	419	522	769	1,097	1,481	1,810
650 - 659	449	531	782	1,107	1,499	1,829
660 - 669	458	537	789	1,112	1,515	1,844
670 - 679	474	551	797	1,132	1,533	1,854
680 - 689	481	560	808	1,142	1,546	1,872
690 - 699	495	569	820	1,162	1,562	1,911
700 - 719	517	588	835	1,177	1,592	1,933
720 - 739	548	604	856	1,193	1,624	1,965
740 - 759	569	632	872	1,204	1,657	2,000
760 - 779	591	653	894	1,224	1,689	2,027
780 - 799	621	682	908	1,240	1,717	2,062
800 - 819	646	702	926	1,247	1,746	2,093
820 - 839	666	727	947	1,267	1,782	2,118
840 - 859	694	756	965	1,281	1,809	2,154
860 - 879	720	782	983	1,314	1,844	2,185
880 - 899	746	805	1,002	1,345	1,872	2,217
900 - 919	768	831	1,019	1,379	1,911	2,248
920 - 939	791	856	1,044	1,409	1,931	2,278

940 - 959	820	878	1,059	1,440	1,965	2,306
960 - 979	839	904	1,078	1,469	2,000	2,341
980 - 999	867	926	1,096	1,499	2,027	2,370
1000 - 1019	919	986	1,145	1,579	2,122	2,473
1020 - 1039	944	1,014	1,180	1,624	2,186	2,546
1040 - 1059	972	1,039	1,215	1,673	2,249	2,621
1060 - 1079	1,002	1,076	1,250	1,724	2,319	2,699
1080 - 1099	1,032	1,107	1,288	1,773	2,387	2,780
1100 - 1119	1,061	1,140	1,327	1,828	2,458	2,864
1120 - 1139	1,094	1,176	1,368	1,881	2,532	2,949
1140 - 1159	1,126	1,209	1,407	1,938	2,609	3,038
1160 - 1179	1,159	1,244	1,450	1,996	2,686	3,129
1180 - 1199	1,195	1,282	1,492	2,056	2,768	3,223
1200 - 1219	1,231	1,321	1,536	2,118	2,850	3,318
1220 - 1239	1,267	1,360	1,582	2,181	2,934	3,417
1240 - 1259	1,304	1,400	1,629	2,246	3,023	3,519
1260 - 1279	1,343	1,441	1,678	2,313	3,114	3,625
1280 - 1299	1,383	1,486	1,729	2,383	3,205	3,734
1300 - 1319	1,425	1,528	1,779	2,453	3,302	3,845
1320 - 1339	1,468	1,574	1,834	2,527	3,400	3,961
1340 - 1359	1,510	1,622	1,889	2,602	3,502	4,080
1360 - 1379	1,556	1,669	1,944	2,681	3,606	4,200
1380 - 1399	1,602	1,719	2,004	2,760	3,714	4,328
1400 - 1419	1,650	1,771	2,061	2,842	3,825	4,457
1420 - 1439	1,699	1,824	2,124	2,928	3,941	4,590
1440 - 1459	1,751	1,879	2,189	3,014	4,059	4,727
1460 - 1479	1,800	1,934	2,252	3,105	4,180	4,868
1480 - 1499	1,855	1,991	2,320	3,197	4,304	5,013
1500 Over	1,911	2,052	2,389	3,295	4,432	5,163

## 8 INCIDENT REPORTS & MARINE SAFETY OCCURRENCES

### INCIDENT REPORTS

#### PUGET SOUND PILOTAGE DISTRICT

Three Incident Reports were filed in the Puget Sound Pilotage District this year. The Board classified two as “Incidents with damage, with no Pilot error” and one was classified as an “Incident with damages, with pilot error”.

DATE	VESSEL	PILOT	LOCATION	BOARD DECISION
4/0/06	Alaskan Frontier	vonBrandenfels, E	Port Angeles	Incident with damage, no pilot error
6/23/06	Swan	Shaffer, D	Tacoma Narrows	Incident without damage, no pilot error
6/27/06	Aphrodite	Knowles, B	Evergreen Terminal	Incident with damage and pilot error Letter in file, suspended \$2500 fine, required to write Error Chain Recognition lessons learned report

#### GRAYS HARBOR PILOTAGE DISTRICT

No Incident Reports were filed in the Grays Harbor Pilotage District.

### MARINE SAFETY OCCURRENCES

#### PUGET SOUND AND GRAYS HARBOR DISTRICTS

Seventeen MSO reports in the Puget Sound District: 10 Equipment malfunction, three close aboard, two light contact with tug, and one near allision.

No MSO reports in the Grays Harbor District.

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*A state licensed pilot involved in a near-miss occurrence shall complete the board required Pilot’s Report of Marine Safety Occurrence form and file it with the board as soon as possible. A near-miss occurrence is where a pilot successfully takes action of a non-routine 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.*

## 9 PETITIONS FOR VESSEL EXEMPTION

<u>VESSEL NAME</u>	<u>GROSS TONNAGE &amp; LENGTH OVERALL</u>		<u>LENGTH OF EXEMPTION</u>
<b>BARCHETTA</b> (Captain Randal R. Jones) Cayman Islands	498 GT	157 FT	1 year
<b>BLUE STAR</b> (Captain Robert V. Harrison) Cayman Islands	430 GT	145 FT	1 year
<b>EVVIVA</b> (Captain Joseph D. Trailer) Cayman Islands	492 GT	163 FT	1 year
<b>LADY ZELDA</b> (Captain Brett Major) Marshall Islands	279 GT	116 FT	1 year
<b>LARA</b> (Captains Walton Clark III, Andrew Hardcastle) Cayman Islands	189 GT	125 FT	1 year
<b>MARJORIE MORNINGSTAR</b> (Captain Shaun Preacher) Bermuda	289 GT	124 FT	1 year
<b>MEA CULPA</b> (Captain Mike Hein) Bermuda	302 GT	130 FT	1 year
<b>NINA LU</b> (Captain Scott DeMello) Cayman Islands	208 GT	112 FT	3 months
<b>ORION</b> (Capt. Thomas "Rocky" Thomlinson) British Virgin Islands	268 GT	124 FT	1 year
<b>PIANO BAR</b> (Captain Charles Johnson) Cayman Islands	342 GT	122 FT	1 year
<b>RESOLUTE</b> (Captain Stephen Fossi) British Virgin Islands	299 GT	130 FT	3 months
<b>SUNCHASER</b> (Captain William Waite) Cayman Islands	395 GT	142 FT	3 months
<b>SWEET PEA</b> (Captain Sally Wilkins) Cayman Islands	253 GT	127 FT	1 year
<b>TAMEME MARINO</b> (Captains Richard Stabbert, Kevin C. Blakley) Panama	210 GT	122 FT	3 months

<b>VANGO</b> (Captain David Hagerman) Cayman Islands	490 GT	163 FT	1 year
<b>VICTORIA CLIPPER</b> (various) Neatherlands Antilles	431 GT	120 FT	1 year
<b>WILHELMINA</b> (Captain Jonothan Leahy) Cayman Islands	107 GT	83.4 FT	1 year

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*Certain foreign flag vessels can qualify for an exemption from pilotage requirements if the vessel is less than 500 international gross tons and the length over all is less than 200 feet.*



# 10 PILOT EXAMINATIONS & TRAINING PROGRAMS

## PILOT EXAMINATIONS

No examinations were given in either district in 2006.

## TRAINING PROGRAMS

### PUGET SOUND DISTRICT

The following Trainees began a seven-month Training Program in 2006:

1. John K. Ward (February 17)
2. David Grobschmit (October 1)
3. Jostein Kalvoy (October 1)

Applicants from the 2005 Examination, who remain on the waiting list to begin training, are:

1. Bruce Nelson
2. Ed Marmol
3. Eric Klapperich
4. Gordon Wildes
5. Katharine Sweeney
6. Steve Semler
7. Jim Hannuksela
8. George Thoreson
9. Steve Jones
10. Larry Seymour

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*When the board determines that the demand for pilots requires entry of an applicant into the training program, it shall issue a training license to that applicant, but under no circumstances may an applicant be issued a training license more than four years after taking the written entry examination. Chapter 88.16.090(4) RCW*