

MEETING MINUTES
STATE OF WASHINGTON ~ BOARD OF PILOTAGE COMMISSIONERS
August 17, 2023

REGULAR MEETING – Call to Order

The Regular Meeting of the Board of Pilotage Commissioners was convened at 10:00am by Chair Sheri Tonn in the Agate Conference Room, 2901 Third Avenue, Seattle, WA and online via Microsoft Teams.

Present In person:

Chair: Sheri Tonn

Vice Chair: Eleanor Kirtley (Marine Environment)

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

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Puget Sound Pilots: Charlie Costanzo

Present via Teams:

Commissioners: Timothy J. Farrell (Public), Jason Hamilton (Public)

Puget Sound Pilots: Ken Grieser, Severin Knutsen, Blair Bouma, Ivan Carlson

Port of Grays Harbor: Mike Folkers

Pacific Merchant Shipping Association: Mike Moore, Jordan Royer

USCG: Laird Hail

Dainis & Company: Amanda Dainis

Northwest Marine Trade Association: Jay Jennings

Puget Sound Pilot Training Candidate: Joel Michelson

BPC Staff Report.

- Executive Director Jaimie Bever reported that the reallocation process on Jolene Hamel's position has been completed and that as of August 1, her new title will be Training Program Manager.
- The Grays Harbor Safety Committee meeting this week was Captain Colby Grobschmit's first meeting as a pilot representative. He did a great job representing Port of Grays Harbor.
- Earlier this month the team working on the federal pilotage packet for Puget Sound resumed meeting after a long hiatus and some USCG leadership changes. It was a great meeting, and much was learned about the different USCG jurisdictions.

BPC Chair Report.

- BPC Chair Sheri Tonn stated it has been another busy month, and in addition to the meetings mentioned so far, she also attended the Puget Sound Harbor Safety Committee Meeting. At that meeting, Sara Thompson, Ecology, gave a great presentation on the current ESHB 1578 rulemaking process in Jaimie Bever's absence.

Activity Reports. Laird Hail representing the United States Coast Guard (USCG), Ivan Carlson representing Puget Sound Pilots (PSP), Mike Folkers representing the Port of Grays Harbor (PGH), 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.

Puget Sound Pilot Blair Bouma shared new knowledge regarding the use of fuel stoppers on vessels calling to Puget Sound, including industry prevalence and the concerns and potential issues moving forward.

BPC Data Analyst Bettina Maki shared both the Puget Sound Pilots Activity Report dashboard and Pilot Availability Summary.

BPC Chair, Sheri Tonn, introduced the Board's 2024 Marine Pilot Exam Psychometric Consultant, Dr. Amanda Dainis, Dainis & Company. Dainis & Company is subcontracting with MITAGS West and are acting as the lead for both the Written Exam as well as the Simulator Evaluation. Dr. Dainis introduced herself, discussed her team, and the processes for the 2024 Exam, as well as answered questions from the Board.

OLD BUSINESS

Pilot’s Report of Marine Safety Occurrence: *MATSON ANCHORAGE, 03/10/2023*

Abeam "T" Buoy Southbound in Traffic Lanes.	Vessel experienced bridge blackout with steering and propulsion loss. Situation stabilized and vessel proceeded to Sitcum Waterway with no further issue.	<u>Motion:</u> Bendixen/Anthony – File as a Marine Safety Occurrence with a corrective action report request for the October 2023 BPC meeting – Carried.
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Pilot’s Report of Marine Safety Occurrence: *SARA ELENA, 07/05/2023*

Terminal 5 West Waterway.	Multiple safety issues involving crane boom and gangway platform. PSP and NWSA met to create a safety plan.	<u>Motion:</u> Anthony/ Bendixen – File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Incident: *NAVIOS CENTAURUS, 06/06/2023.* Commissioner Hamilton reported that he is still awaiting the damage report from Global Diving. Once that report is received, the Commission Investigation Committee (CIC) will be able to finalize their report to the Board. He added that after reviews and interviews during the investigation process, there did not appear to be any pilot error. He anticipates the cause will be due to the condition of the dock. This incident will be considered at next month’s meeting.

NEW BUSINESS

BPC Executive Director Jaimie Bever mentioned that a workgroup will be convened to review the current MSO form and make any recommended changes for the form to be more useful to the Board, the pilots, and VTS/USCG. Jaimie will be contacting members of the Board’s Commission Investigation Committee (CIC) as well as Commissioner Drennen to participate in the work.

Pilot’s Report of Marine Safety Occurrence: *PORT PHILIP, 07/20/2023*

Underway, inbound for Seattle Stream	The captain of the bulk carrier informed pilot at the beginning of the transit that the bridge's main engine remote control was not operational, and the engine could only be controlled locally in the engine control room using backup telegraph to communicate commands. The ship missed the tide guideline to proceed up the river and instead went to anchor without incident. The USCG was notified of the bridge main engine remote control deficiency.	<u>Motion:</u> Bendixen/Drennen – File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *AMERICAN ENDURANCE, 07/27/2023*

Underway in vicinity of Anacortes West Anchorage.	While loaded tanker was approaching Anacortes Marathon inside berth, power-driven recreational vessel OTTER was first observed about 1/4 NM away, coming from the direction of Casperson Point toward Cap Sante Marina. When OTTER was approx. 700ft off the port bow, pilot sounded five short blasts of ship's whistle and stopped the engine, but OTTER maintained course and speed. Escort tugs were in position to provide braking, if necessary, along with the ship's engine. Pilot again sounded five short blasts of whistle, and again OTTER showed no change in course or speed. Pilot sounded the whistle continuously as OTTER visually disappeared under the ship's bow. Mate on bow kept bridge team apprised as OTTER crossed 120 feet in front of the loaded tanker, continuing towards Cap Sante Marina. Pilot completed approach and docking at Marathon and reported situation to VTS Watch Supervisor.	<u>Motion:</u> Drennen/Anthony– File as a Marine Safety Occurrence – Carried
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Pilot’s Report of Marine Safety Occurrence: *MOUNT SEYMOUR, 07/25/2023*

Southbound in Traffic Lane enroute to Tacoma.	Upon approach to "SF" buoy, a concentration of power-driven recreational vessels (less than 20 meters) were observed in the southbound traffic lane as well as the separation zone east of President Point, impeding safe navigation. RPMs were reduced to maneuvering speed and an additional forward lookout was posted. VTS was informed and began making broadcasts on multiple radio channels regarding rule 10. Numerous course changes and the ship’s whistle were used to safely navigate through the vessels.	<u>Motion:</u> Drennen/Anthony – File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *CMS CGM TIGRIS, 07/24/2023*

Underway in Elliott Bay.	While maneuvering at reduced speeds in the vicinity of Pier 52, approaching the final turn to enter the East Waterway, the engine failed to start. The tugs stabilized the ship while the crew worked to identify and correct the engine problem. After about 3 minutes, they were able to establish engine control again. The pilot ordered the engine stopped and then tested the engine again, ahead and astern, before proceeding into the East Waterway to berth the ship with no further incident. Notification was made to USCG.	<u>Motion:</u> Bendixen/Anthony – File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *MAUNAWILI, 08/11/2023*

Underway in Southbound TSS.	While in the southbound traffic lane approaching buoy “SF” pilot observed approximately 100 small recreational fishing vessels in the lane south of buoy “SF”. By this time, it was too late for the vessel to depart the southbound lane to enter the separation zone or the opposing traffic lane to avoid the small vessels. Pilot notified VTS of the substantial number of small vessels impeding safe passage in the southbound TSS lane. In accordance with Rule 34, the pilot sounded 5 short blasts of the whistle to indicate insufficient action being taken by the vessels to avoid collision. Note that pilot’s report includes multiple recommendations to help with Rule 10 violations.	<u>Motion:</u> Anthony/Drennen – File as a Marine Safety Occurrence – Carried.
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Meeting Minutes.

Motion: Kirtley/Hamilton - approve the July 20, 2023, Meeting Minutes as drafted with a minor correction suggested by Commissioner Bendixen – Carried.

2022 BPC Annual Report.

Motion: Kirtley/Farrell - approve the final draft of the 2022 BPC Annual Report and authorize staff to distribute to the Legislators as required – Carried.

Committee Actions.

Trainee Evaluation Committee (TEC)

- TEC Chair Captain Bendixen reviewed the timeline for codification of changes to WAC 363-116-078 Training Program and advised that a final Emergency Rule needed to be implemented to fill in the timeframe gap until the changes take effect.
Motion: Bendixen/Kirtley – refile the Emergency Rule WAC 363-116-078 as proposed by the TEC – Carried.
- Pilot License Upgrade Program: Captains Stewart & Holland.
Motion: Bendixen/Anthony – approve the pilot license upgrade program for Captains Stewart & Holland as recommended by the TEC – Carried.

- Training Program Documents: Captains Michelson, Wood & Sabbath. Captain Bendixen reported that the documents reflect the changes in the WAC and meet the challenges happening with both federal pilotage and vessel traffic trends. The TEC has also recommended increasing the PPU requirements from 2 trips to 6 trips.
Motion: Bendixen/Farrell – approve the Training Program Agreement and Requirements for Captains Michelson, Wood & Sabbath as recommended by the TEC – Carried.
- The orientation session for the 3 new trainees will be held on Tuesday, August 29 at the BPC office from 8-12 and all Commissioners were invited to attend.
- At the last meeting, the TEC reported that simulator training for the 6 current trainees had been scheduled for July 30 and 31. Captains Scragg and Anthony facilitated, and Captain Anthony gave a brief report on the very successful training.
- The TEC met yesterday and reviewed all trainee progress. There are currently 6 trainees in PS and zero trainees in GH. In Puget Sound, there are 3 trainees in Evaluation and 3 in Training. All are progressing, and all but 1 of the trainees attended the meeting to discuss their progress in the program. There were positive comments from the trainees on both the simulator training and the stipend decoupling.
- TEC Chair Bendixen reported on the USCG meeting held last week to reconvene work on the limited tonnage trip requirements for federal pilotage. It was an excellent meeting with good information shared. It was also decided to revisit the pilotage package on an annual basis.
- TEC Chair Bendixen updated the Board on several small changes for the trainees on hard-to-get trips, including a new vessel calling in Duwamish and placing Olympia onto a rotational basis.

Pilot Exam Committee (PEC)

- Chair Tonn hopes to announce the final details (including possible remote proctoring) for the Spring 2024 Marine Pilot Exam very soon.
Motion: Kirtley/Drennen – affirm the 2024 Marine Pilot Exam date for April 8, 2024, with the Simulator Evaluation starting the week of April 22, 2024, as recommended by the PEC – Carried.

Exemptions from Pilotage.

Motor Yacht *OUR THEORY*– 79', 127gt, Marshall Islands registry, Captains Matthew Collier & Colin Richman.

Motion: Farrel/Anthony – concur with Chair Tonn's granting of the interim annual exemption with the following restriction imposed: No Locks – Carried.

Motor Yacht *EVVIVA* – 164', 492gt, British registry, Captains Louis Klinkert & Frederick Sethman.

Motion: Anthony/Farrell – grant an annual exemption with the following restriction imposed: No Duwamish – Carried.

Pilot/Trainee Physical Examination Reports.

Motion: Drennen/Hamilton – approve the pilot physical examination reports for Captains S.T. Coleman, R.T. Ekelmann, K.C. Kridler & S.P. Bendixen for their annual pilot license renewals – Carried, with Commissioner Bendixen abstaining.

Motion: Farrell/Drennen – approve the pilot physical examination reports for Captains H.V. Wood & J.A. Michelson for their new trainee license – Carried.

Training Program Manager Jolene Hamel updated the Board on the current physician shortage and steps being taken to alleviate the issues.

Committee Updates.

Pilot Safety Committee (PSC)

- The PSC has not met since the last Board meeting. The next meeting will be in early October.

Diversity, Equity & Inclusion Committee (DEIC)

- Chair Tonn reminded the Board of the Women Offshore Inclusion Summit being held online August 23, as well as the in-person conference taking place October 26 & 27 at Texas A&M.

Vessel Exemption Committee (VEC)

- The VEC will meet again on August 23.

Oil Transportation Safety Committee (OTSC)

- The committee will meet again on September 14, prior to Workshop #3.
- Tug Escort Rulemaking Updates: Workshop 2 has occurred and workshop 3 will take place at the end of September. The fourth workshop will take place in December and will be focused on the risk model analysis results. A fifth workshop will take place in early 2024 as well as workshops all next year. Work with Ecology behind the scenes continues and is going well. Sara Thompson, Ecology, presented an excellent update on the rulemaking at the Puget Sound Harbor Safety Committee on August 2 while Executive Director Bever was on vacation.

Public Comment. Chair Tonn asked for public comment, but none was offered. Commissioner Bendixen thanked BPC Program Analyst Bettina Maki for working with Captain Nick Moore on starting the process of a searchable database for MSO reports.

Confirmation of Next Regular Meeting Dates. Chair Tonn reminded everyone of the upcoming meetings in September and October. All meetings will continue to be hybrid, and all are invited and encouraged to come in person. She also reported that KPI Workshop #3 will likely continue to be delayed until at least the October meeting, considering several commissioners are not able to attend the September meeting.

Adjourn. Meeting was adjourned by Chair Tonn at 1:00pm.

Respectfully submitted,

Jaimie C. Bever, Executive Director

Sheri J. Tonn, Chair

Eleanor Kirtley, Vice Chair

Commissioner Timothy J. Farrell

Commissioner Andrew Drennen

(Vacant)

Commissioner Sandy Bendixen

Commissioner Michael Anthony

Commissioner Jason R. Hamilton

Commissioner Nhi Irwin