

MEETING AGENDA

Revised 6/21/18

June 21, 2018

STATE OF WASHINGTON BOARD OF PILOTAGE COMMISSIONERS

Agate Conference Room, First Floor, 2901 Third Avenue, Seattle, Washington 98121

1000 hours Call to order

PUBLIC HEARING

WAC 363-116-0751: QUALIFICATIONS FOR PILOT APPLICANTS

Call to order

REGULAR MEETING

1. Consideration of previous hearing regarding WAC 363-116-0751: QUALIFICATIONS FOR PILOT APPLICANTS
2. Approval of May 17, 2018 Minutes
3. BPC Staff Report
4. BPC Chair Report
5. Activity Reports (5-10 minutes each)
 - Puget Sound Pilots
 - Port of Grays Harbor
 - Shipping Industry
 - The Northwest Seaport Alliance
 - USCG

NEW BUSINESS

6. Salish Sea Vessel Safety Report Update
7. Approval of Pilot License Upgrade Program: Captains Jamie Galvin & Rodney Myers
8. Consideration of 2018 Exam Application Packet
9. Consideration of Request for Vessel Exemption:
 - a. Motor Yacht *Constance* New (154 FT, 418 GRT)
 - b. Motor Yacht *Rena* New (145 FT, 334 GRT) Interim
 - c. Passenger Vessel *Safari Voyager* New (174 FT, 1195 ITC) Interim
 - d. Motor Yacht *Sunshine* New (124 FT, 281 GRT)
 - e. Motor Yacht *Iceberg* New (110 FT, 130 GRT)
10. Pilot's Report of Marine Safety Occurrence:
 - a. *MARTORELL* 05-12-18 PS
11. Committee Reports:
 - TEC (Trainee Evaluation Committee)
 - Legislative/WAC
 - JDC (Joint Diversity Committee)
 - Exam Committee
 - FMC (Fatigue Management Committee)
 - CIC (Commission Investigative Committee)
12. Review of Pilot/Trainee Physical Examination Reports
13. Confirmation of Next Regular Meeting Dates – July 19
August 16 – Possibly in Grays Harbor

*Public comment accepted throughout the meeting at the discretion of the Chair



PROPOSED RULE MAKING

CR-102 (December 2017) (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: April 30, 2018

TIME: 9:09 AM

WSR 18-10-061

Agency: Board of Pilotage Commissioners

- Original Notice**
- Supplemental Notice to WSR** _____
- Continuance of WSR** _____

- Preproposal Statement of Inquiry was filed as WSR** 18-07-075 ; 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) Chapter 363-116-0751 WAC, Qualifications for pilot applicants

Hearing location(s):

Date:	Time:	Location: (be specific)	Comment:
June 21, 2018	10:00am	2901 Third Avenue, 1st Floor Agate Conference Room, Seattle, WA, 98121	

Date of intended adoption: June 21, 2018 (Note: This is **NOT** the **effective** date)

Submit written comments to:

Name: Sheri Tonn, Chair
 Address: 2901 Third Avenue, Suite 500
 Email: BeverJ@wsdot.wa.gov
 Fax: 206-515-3906
 Other:
 By (date) June 14, 2018

Assistance for persons with disabilities:

Contact Jolene Hamel
 Phone: 206-515-3904
 Fax: 206-515-3906
 TTY:
 Email: HamelJ@wsdot.wa.gov
 Other:
 By (date) June 19, 2018

Purpose of the proposal and its anticipated effects, including any changes in existing rules: The Board will be considering amendments to this rule in anticipation of administering a state pilot exam in November 2018 to qualify applicants for entrance into a training program. The Board intends to test applicants for both the Puget Sound and Grays Harbor Pilotage Districts. Modifications, updates, clarification, and house-keeping are among the elements reflected in this proposed rule.

Reasons supporting proposal: The purpose of modifying this rule is to update the pilot exam qualifications to include a sea service category for ATBs (Articulated Tug Barge) based on feedback from industry stakeholders, and to clarify language for aspirant ease in determining exam eligibility.

Statutory authority for adoption: Chapter 88.16 RCW

Statute being implemented: Chapter 88.16 RCW

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:

Name of proponent: (person or organization) Board of Pilotage Commissioners Private
 Public
 Governmental

Name of agency personnel responsible for:

	Name	Office Location	Phone
Drafting:	Jaimie C. Bever	2901 Third Avenue, Seattle, WA 98121	206-515-3887
Implementation: Commissioners	Board of Pilotage	2901 Third Avenue, Seattle, WA 98121	206-515-3904
Enforcement: Commissioners	Board of Pilotage	2901 Third Avenue, Seattle, WA 98121	206-515-3904

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 Cost Considerations for a Small Business Economic Impact Statement:

This rule proposal, or portions of the proposal, **may be exempt** from requirements of the Regulatory Fairness Act (see chapter 19.85 RCW). 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:

RCW 34.05.310 (4)(b)
(Internal government operations)

RCW 34.05.310 (4)(e)
(Dictated by statute)

RCW 34.05.310 (4)(c)
(Incorporation by reference)

RCW 34.05.310 (4)(f)
(Set or adjust fees)

RCW 34.05.310 (4)(d)
(Correct or clarify language)

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 ____.

Explanation of exemptions, if necessary:

COMPLETE THIS SECTION ONLY IF NO EXEMPTION APPLIES

If 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 analysis showing how costs were calculated. _____

Yes Calculations show the rule proposal likely imposes more-than-minor cost to businesses, and a small business economic impact statement is required. Insert 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: April 30, 2018

Name: Jaimie C. Bever

Title: Executive Director

Signature:



WAC 363-116-0751 Qualifications for pilot applicants. (1) Sea service.

(a) In addition to meeting the preexamination requirements of RCW 88.16.090, pilot applicants must, before taking the examination provided in WAC 363-116-076, meet one of the following indicated service requirements as master, while holding a minimum license as mate/master of steam or motor vessels of not more than 1600 GRT or 3000 GT (ITC):

Vessel Type	Minimum Size	Waters	Minimum Time
Cargo or tank	5000 GRT or 10,000 GT (ITC)	Ocean or near coastal	1 year as <u>master</u>
Cargo or tank	700 GRT or 1400 GT (ITC)	Ocean or near coastal	2 years as <u>master</u>
Cargo or tank	1600 GRT or 3000 GT (ITC)	Inland	2 years as <u>master</u>
Passenger or ferry	1600 GRT or 3000 GT (ITC)	Ocean, near coastal or inland	2 years as <u>master</u>
Towing	150 GRT or 300 GT (ITC)	Ocean, near coastal or inland	2 years as <u>master</u>
<u>Articulated tug barge (ATB)</u>	<u>Combined 10,000 GRT (ITC)</u>	<u>Ocean or near coastal</u>	<u>4 years sailing as a mate/master with a minimum of 1 year as master</u>
<u>U.S. Flag government</u>	<u>3000 displacement tons</u>	<u>Ocean, near coastal or inland</u>	<u>2 years as commanding officer or master</u>
<u>Special purpose</u>	<u>1600 GRT or 3000 GT (ITC)</u>	<u>Ocean, near coastal or inland</u>	<u>2 years as master</u>
Other	Minimum Size	Waters	Minimum Time
<u>Professional pilot association or government employed pilot</u>	<u>1600 GRT or 3000 GT (ITC)</u>	<u>Ocean, near coastal or inland</u>	<u>3 years as pilot</u>

(b) In calculating sea service under subsection (1) of this section, a year of service shall equal three hundred sixty days of service on the vessel in the required capacity. Pilot applicants combining the above types of sea service shall have a total of at least two years of the various service times, except that one day of service as master on cargo, tank, or passenger vessels of at least 5000 GRT or 10,000 GT (ITC) shall be credited as two days of service time for the purpose of calculating such combined service times.

(2) In lieu of the requirements of subsection (1) of this section, a pilot applicant may substitute either:

(a) Three years of service as an active member of an organized professional pilot association or as a government employed pilot during which periods the pilot applicant was actively engaged in piloting and docking vessels while holding a minimum license as a master of steam or motor vessels of not more than 1600 GRT or 3000 GT (ITC) upon oceans, near coastal waters or inland waters. For purposes of this

section, piloting shall refer to piloting vessels in the capacity of the pilot in charge of navigation with no other responsibilities (either when piloting or not piloting) as a member of the ship's crew; or

(b) Two years of service as a commanding officer or master of U.S. flag government vessels of not less than 3000 displacement tons. The pilot applicant must hold at the time of application a minimum license as master of steam or motor vessels of not more than 1600 GRT or 3000 GT (ITC) upon oceans, near coastal waters or inland waters; or

(c) Two years of service as master of special purpose vessels of not less than 1600 GRT or 3000 GT (ITC) while holding a minimum license as master of steam or motor vessels of not more than 1600 GRT or 3000 GT (ITC), provided that the sea time making up the sea service was spent in charge of a vessel that can be documented to have been underway and to have required the type of ship-handling, navigation and leadership skills that the board finds necessary to provide the experience needed to become a pilot. Evaluation of service time on special purpose vessels shall be made by the board on a case-by-case basis and shall not be approved unless the board finds the service to be the substantial equivalent of the sea service required in subsection (1)(a) and (b) of this section or (a) and (b) of this subsection (2). The determination of the board as to the suitability of service as master of a special purpose vessel will be final.

(3) As used in this section these terms shall have the following meanings:

(a) Cargo or tank vessels shall refer to vessels primarily engaged in the transportation of cargo between points.

(b) Passenger vessels shall refer to vessels primarily engaged in the transportation of passengers between points. This shall include yachts only to the extent and for such times that such vessels are actively engaged in moving passengers between points.

(c) Ferry vessels shall refer to vessels primarily engaged in the transportation of vehicles and passengers between points.

(d) Towing vessels shall refer to vessels primarily engaged in commercial towing of vessels or in ship assist work.

(e) GRT shall refer to gross register tonnage (domestic).

(f) GT (ITC) shall refer to gross tonnage measured in accordance with the requirements of the 1969 *International Convention on Tonnage Measurement of Ships*.

(g) Master shall refer to the person of master's rank on the vessel's station bill or muster list or other such document who, in the event of an emergency or the sounding of a general alarm, is required to be on the bridge and in charge. If there is no such designation, the term master shall refer to the person of master's rank and pay who is ultimately in charge of the navigation of the vessel as reflected in the vessel's official log book, or there being no official log book, the bridge log of the vessel.

(h) Mate shall refer to the person of mate's rank (third mate, second mate, chief mate or simply mate) whose duties include regular bridge watchkeeping.

(4) It will be the responsibility of the pilot applicant to provide adequate documentation to enable the board to set forth and verify sea service in the manner specified in the board's application form.

The board will not provide applicants with a final determination verifying service until it receives an application form. An applicant will not get official notification of whether he/she qualifies to sit for the examination until the board reviews a formal application. In

the event an applicant is working on a vessel other than one of the five specified in subsection (1)(a) of this section, e.g., a special purpose vessel, he/she will be required to provide the board with sufficient documentation to demonstrate to the board the amount of time involved in the navigation of a vessel underway.

State of Washington
Pilotage Commission
June 21, 2018

Grays Harbor District Report

Arrivals YTD May 31, 2018 were 45 for a total of 117 jobs. We had 9 arrivals for the month of May for 28 jobs. Captain White was on duty in May and Capt. D'Angelo is on duty this month. We anticipate 13 arrivals in June, 6 dry bulk, 5 RoRo, 1 tanker and 1 logger. We have revised our vessel arrival estimate for the year from 100 arrivals to 108 arrivals based on the strength of dry bulk shipments and anticipated increase in liquid bulks the last half of the year.

Activity Report

Grays Harbor Navigation Channel Dredging

Planning with USACE for channel dredging priorities when the window opens on July 15. It looks like there will be two dredges working this summer to complete the new construction by the end of the fiscal year in September. The USACE also awarded a contract to HME for Marina entrance dredging and USCG Westport dredging with a small bucket. Manson will be on the District with a large bucket dredge to help in Nav channel maintenance and improvement as well as a separate project to repair the Shoalwater Bay barrier dune near Tokeland. So a lot of work planned on the District during the next dredging window.

On Monday, June 11, 2018, the U.S. Army Corps of Engineers released its Fiscal Year (FY) 2018 Work Plan which included an additional \$4.255 million for operations and maintenance work in Grays Harbor. The funding will be used for additional maintenance dredging of Grays Harbor and repair of the Point Chehalis revetment in Westport. The additional funding provided in the FY2018 Work Plan brings the total operations and maintenance for Grays Harbor to \$15.965 million in FY2018.

Port Terminal maintenance Dredging Plan

June 18 - Assemble Bid Documents

June 18- Upload Plans and Specifications to BXWA

June 18- Advertise in Vidette and Daily Journal of Commerce

July 5- Bids Due PGH by 1100 hrs.

July 10- If a responsive bid is received, award at July Port Commission Meeting

July 16- In-water work window open. Dredge operations begin

Oct 31- Dredge operations complete for this contract.

Pilot Boat Maintenance

Pilots have requested a camera to be installed on the boat. Staff is working on options to send to the pilots for review. We have received a few quotes for systems and are waiting for one final one to come in. When all proposals have been submitted staff will review and decide on the best system for the money.

New LED lighting has been requested and staff is currently researching different manufacturers and pricing. These are large fixtures and rated for marine use. Fabrication of mounting brackets, fixture installation and electrical connections will also be a part of this project.

Business Development

The developer of export potash facility, BHP Billiton, requested an option to lease the Port Terminal 3 at the June Commissioner meeting. Staff will be working on an option agreement for Port Commission consideration at the July 10th meeting.

Our Ag customer AGP is looking at additional rail storage and additional silo storage to facilitate their growth and in anticipation of the new soybean processing facility in Aberdeen South Dakota.

Permitting and design continues for the dredging of the Westport marina to facilitate the larger vessels in commercial fishing fleet. Planning for upgrades at the Westport marina boat launch facility continue with construction planned for 2019. The 28th Street boat launch enhancements are currently under construction and scheduled to be completed before fishing season starts in the fall. Working on surfacing Yearout drive on Firecracker point to mitigate the ambient dust generated at certain times of the year that threatens processors with cross contamination via air intakes.

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SEA SCHOOL NORTHWEST



Dear Friend of the Tall Ships,

It is with great joy that we publicly announce the launch of the new Grays Harbor Historical Seaport program, **Sea School Northwest**. The mission of this program is to change the face

of the maritime industry, by offering young people a pathway to access family-wage jobs at sea.

From day one, you have been at the heart of creating this program. Whether you are a member, donated to maintain the ships, worked as crew, or simply shared your ideas, your involvement paved the way for this program. Thank you.

To learn how the program works, visit the website at www.SeaSchoolNW.org. You can follow the adventure @seaschoolnw on [Instagram](#) and [Facebook](#).



The program is now accepting applications for the first group of trainee cadets, who will come aboard this summer for eight life-changing weeks. *Scholarships are available, [APPLY TODAY!](#)*

Please help spread the word about [Sea School Northwest](#). This launch is a victory. Thank you for all you've done to make it happen.

With gratitude for your support,



Hali Boyd
Program Director



Brandi Bednarik
Executive Director



Dave Douglass
Board President

Grays Harbor Historical Seaport Thanks Our Program Sponsors
The Magic Cabinet Foundation
Sea Grant Washington



WA State Board of Pilotage Commissioners

Industry Update: June 21, 2018 Meeting

Non-Tank Vessel Arrivals Still Down YTD

+ Non-tank (cargo) arrivals **down 9 YTD**

- ✓ Bulkers **up 2**
- ✓ Containers **up 9**
- ✓ RO/RO **down 4**
- ✓ Car Carriers **down 10**
- ✓ General **down 5**
- ✓ "Others" **down 1**

+ Tankers/ATB's **increased 28 YTD**

- ✓ Partially due to comparison to a very low February in 2017
- ✓ Recall the downward trend over past two decades
- ✓ Recent Snapshot: **Down 12 in May** to May comparison

+ Grays Harbor **up 2 YTD**

Vessel Traffic Assessments

+ Transboundary and Orca Protection Forum(s) Continue...

- ✓ Harbor Safety Committee & PACMAR (Canada) meeting went very well on May 30th in Vancouver.
 - It was well attended and well received.
 - PMSA provided an overview of the HSC and the Emergency Response Towing vessels.
 - Ecology provided overview of their current efforts in follow on to legislation and
 - Canada provided an overview on ETV's and the Oceans Protection Plan; feedback on the meeting was that it was very good and should continue.
- ✓ U.S. & Canada's Joint Coordinating Committee under the Cooperative Vessel Traffic System included possible speed reductions and lateral displacement
- ✓ Haro voluntary speed reduction targeting July 1st with speed reductions down to 15 knots (container, cruise) or 12.5 knots (bulker, tanker) depending on vessel type.
- ✓ Governor Inslee Task Force: vessel noise work group may focus on small vessels given the efforts of Canada on deep draft are ahead on this issue and Washington State is ahead on whale watching and small craft operational issues.

Is Head Tax Dead Yet?

A lawsuit could still overturn the City Council's repeal ordinance under the State's Open Public Meetings Act. The lawsuit alleges councilmembers met secretly to negotiate the repeal ordinance and fell short of the 24 hour notice required prior to a vote – they fell 9 minutes short. The City Attorney claims there is no risk for negating the repeal ordinance. But the No Tax on Jobs Committee decided to file the 46,000 petitions just in case we would still need to go on the ballot in November.



British Columbia ports expand to attract more US cargo

[Bill Mongelluzzo, Senior Editor](#) | May 07, 2017 8:30AM EDT

The British Columbia ports of Vancouver and Prince Rupert are increasing their terminal capacity and improving their cargo-handling efficiency as they look to take additional market share from US West Coast ports. The Canadian Pacific Coast ports already have a record of success in attracting Asian imports that historically moved through the Northwest Seaport Alliance, Oakland, and Los Angeles-Long Beach to the Midwest. Vancouver for much of its history was content to be Canada's Pacific Coast port, and as recently as **2008 only 7.5 percent of its volume was US cargo**, according to a study by Ocean Shipping Consultants. With Canada being a mature market, however, Vancouver has been making a strong play for US cargo, and by **2013, the report stated, 22.9 percent of its container volume was US cargo**. The only restriction to further penetration of the US market it seems is that Vancouver and Prince Rupert are bumping up against their physical capacity. Vancouver, with an estimated annual capacity of 3.7 million TEU, handled 2.9 million laden and empty TEU in 2016. Prince Rupert, with a listed capacity of **850,000 TEU, handled approximately 800,000 TEU last year**. Prince Rupert is taking the lead in expanding its physical capacity. The port, located 500 miles north of Vancouver, in August will officially open its second container berth, Marketing Manager Brian Friesen said. It will increase **Prince Rupert's capacity to 1.3 million TEU**.

ILA-USMX reach tentative six-year US East Coast, Gulf Coast agreement

[Hugh R. Morley, Senior Editor](#) | Jun 06, 2018 3:08PM EDT

DELRAY BEACH, Florida — The International Longshoremen's Association and United States Maritime Alliance concluded months of sometimes rocky negotiations Wednesday by agreeing on a tentative six-year master contract for East and Gulf Coast dockworkers. The deal, if approved by rank-and-file ILA members, would ensure labor peace on both coasts until at least 2024, and parallels a labor deal for US West Coast ports lasting until 2022.

Container line profits this year will be wiped out by rising fuel and charter prices

[By Mike Wackett, The Load Star](#)

A leading shipping analyst has drastically cut its 2018 ocean carrier profitability forecast from \$5bn to "breakeven at best". A surge in oil prices destroyed their profitability in the first quarter, which followed a return to the black last year with around \$7bn of net profit. This year, according to the cumulative losses of carriers that publish their results, the first-quarter deficit hit more than \$1.2bn. Drewry says today: "We don't anticipate a return to positive territory in the second quarter, due to the fact that fuel rose even more sharply from April onwards and because carrier efforts to recover some of the extra cost in the form of controversial emergency fuel surcharges only started in June, and even then won't fully compensate them."

Deeper harbor would bring world's biggest ships to Seattle

[By John Ryan, KUOW](#)

The world's biggest cargo ships, some a quarter-mile long, could be docking regularly near downtown Seattle before long. After four years' study, the Army Corps of Engineers has given the okay to digging deeper shipping channels around Harbor Island at the mouth of the Duwamish River. The dredging down to a depth of 57 feet would allow the world's longest and deepest cargo ships to carry full loads to and from the Port of Seattle. The biggest container ships can sit more than 50 feet deep in the water.

"This deepening project in the Seattle harbor is critical for our future success," said John Wolfe, the CEO Northwest Seaport Alliance, a partnership between the Ports of Seattle and Tacoma. "We would be the deepest port in the nation."

FRIDAY, MAY 18, 2018

Moore and De Herrera Receive Maritime Awards

Capt. Mike Moore, Vice President of the Pacific Merchant Shipping Association (PMSA), received the annual Puget Sound Maritime Achievement Award, and Roque De Herrera, City of Seattle's Office of Economic Development, received the Public Official of the Year Award at the annual Harley Marine Seattle Maritime Festival Breakfast.

Moore was recognized for his outstanding professionalism and commitment to improve the maritime industry in all safety matters, and joins respected maritime industry professionals and public officials who have received the award since 1951, including representatives of steamship lines and agents, tug and barge operators, passenger vessel operators, ports, stevedores, shipyards, labor and government.

Moore has directed PMSA's Pacific Northwest operations since retiring from the US Coast Guard in 2002. He graduated from the Coast Guard Academy in 1977 and was promoted through the ranks to Captain of the Port stationed in Seattle. He earned an advanced degree in marine affairs from the University of Washington.

"This recognition is well-deserved," said John McLaurin, president of PMSA. "Mike is an outstanding individual who is nationally recognized as an expert on maritime safety and environmental protection issues."

The Pacific Merchant Shipping Association (PMSA) is an independent, not-for-profit association focused on global trade. PMSA operates offices in Oakland, Long Beach and Seattle, and represents owners and operators of marine terminals and U.S. and foreign vessels operating throughout the world.

PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

May-2018

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:	671	Cancellations:	15			
Total ship moves:	656	Cont'r:	226	Tanker:	161	Genl/Bulk: 122 Other: 147
Assignments delayed due to unavailable pilot:			3	Total delay time:	3	
2 pilot jobs:	53	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS			
Day of week & date of highest number of assignment:	THU, 5/3/18		31			
Day of week & date of lowest number of assignments	SUN, 5/13/18		12			
Total number of repositions:	147					

Comp Days						
Beg Total -	2844	Call Backs (+)	88	Used (-)	52	Ending total 2880

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
4-May	14-May	WARSASH England	Ship	Manned Model	ANT, KLA

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-May	1-May	Seattle	PSP	BOD	BOU, CAI, COL, NEW, SEM, THG
1-May	1-May	Lacey	PSP	SRKW (Killer Whale Task For	KAL
8-May	8-May	Seattle	PSP	Pilot Boat	COR, ROU, SEM
8-May	8-May	Poulsbo	PSP	Public Outreach	HUP
10-May	10-May	Seattle	PSP	Fatigue	CAI, SCR
11-May	18-May	Seattle	PSP	President	BOU
11-May	11-May	Seattle	PSP	PSP Auditors	CAI
15-May	15-May	Seattle	PSP	TEC	MAY,SCR
15-May	15-May	Seattle	PSP	Evaluations	ANA,BOU,COR,HUP
15-May	15-May	Seattle	PSP	Sim exam work	MAY,SCR
16-May	16-May	Seattle	PSP	Sim exam work	MAY,SCR

16-May	16-May	Olympia	PSP	Political Meeting	GRD
17-May	17-May	Seattle	BPC	BPC Meeting	ANT,CAI,SCR
17-May	17-May	Seattle	BPC	BPC Pilot Exam	ANT,KAL,SCR
22-May	22-May	Seattle	BPC	Exam work	KAL
24-May	24-May	Seattle	PSP	SRKW (Killer Whale Task For	KAL
28-May	28-May	Seattle	PSP	Norwegian Bliss Prep Work	KAL
29-May	29-May	Seattle	BPC	BPC Pilot Exam	BOU,CAI,HUP,KLA,LIC,MYE,SHU
29-May	29-May	Seattle	PSP	UTC Prep	CAI,COL,KLA,MOT
30-May	30-May	Vancouver BC	PSP	Joint Harbor Safety	NEW

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

Start Dt	End Dt	REASON	PILOT
1-May	31-May	Not Fit For Duty	BOU
1-May	7-May	Vacation	EME, HEN, JEN, ROU, SEY
15-May	22-May	Vacation	BRO, CAI, MOT, SCO
29-May	31-May	Vacation	ANT, COL, MYE
29-May	31-May	Not Fit For Duty	KEA

Presentations

If requesting to make a presentation, provide a brief explanation of the subject, the requested amount of

- 🕒 *Presentations may be deferred if prior arrangements have not been made.*
- 🕒 *The Board may also defer taking action on issues being presented with less than 1 week notice prior to a schedule Board Meeting to allow adequate time for the Commissioners and the public to review and prepare for discussion.*

Other Information (Any other information requested or intended to be provided to the BPC)

U.S. Department of
Homeland Security

United States
Coast Guard



Captain of the Port Puget Sound
United States Coast Guard
Sector Puget Sound

1519 Alaskan Way South, Bldg 4
Seattle, WA 98134-1192
Staff Symbol: scc
Phone: (206) 217-6002
Fax: (206) 217-6348

MARINE SAFETY INFORMATION BULLETIN

These bulletins are purely informational for the maritime community within this Captain of the Port zone. They advise you of emerging information & situations that may impact our Marine Transportation System. We hope they help to manage expectations & facilitate cooperation regarding actions that we may be taking and/or that you may need to employ in the interest of safety/security. Increased vigilance in our maritime world hinges significantly upon proactive engagement & information sharing with the private sector, which has the primary responsibility for security & safety at their waterfront facilities & vessels.

BULLETIN NO: 002-18

Date: June 6, 2018

SUBJECT: ILLEGAL CHARTER OPERATIONS AWARENESS

In April 2018, the operator of a pleasure yacht unknowingly backed over two swimmers astern of their vessel, killing one and injuring the other. This tragic accident is the most recent incident involving a vessel operator allegedly violating federal passenger carriage regulations. These events highlight the dangers presented by illegal charter operations in the United States.

A vessel carrying "passengers for hire" (i.e. someone who contributes any economic benefit, monetary contribution, or a donation as a condition of carriage) requires a Coast Guard licensed or credentialed operator. In addition, if carrying more than six passengers, the vessel must have a valid Certificate of Inspection issued by the Coast Guard. These requirements provide proof that the Coast Guard has verified both the operator and vessel meet specific minimum federal safety standards. As demonstrated above, operations that do not meet these standards threaten public and environmental safety, and are a major concern for the Coast Guard.

With the recent advent of online boat rental services, it is easier than ever to rent a vessel for personal use. However, this also provides more opportunity for owners to knowingly or unknowingly conduct a commercial operation without meeting the established charter vessel requirements. When reserving trips, online or otherwise, prospective passengers are encouraged to ask the operator in advance for proof the vessel is compliant with Coast Guard requirements. They may also request for a vessel's captain to show his or her valid Coast Guard license. If passengers want to verify a captain's license or the inspected status of a commercial passenger vessel, report an illegal charter operation, or if a vessel operator desires more information on how to meet federal requirements, please call Coast Guard Sector Puget Sound at the number provided below.

As always, the Coast Guard maintains its presence on navigable waterways in order to ensure compliance with all federal requirements. During the coming months, this will include partnering with local law enforcement agencies to promote safe and legal charter operations being

conducted on federal waterways. Operators found to be in violation of these requirements may be subject to voyage termination and civil penalty action. As the weather improves and boating season approaches, we encourage the public to get out and enjoy the experience a day on the water offers. However, Coast Guard Sector Puget Sound also urges boat owners and potential passengers to be cognizant of legal boating practices, allowing for continued safe enjoyment of our waterways.

Included with this bulletin is a copy of a US Coast Guard Notice containing further details on the operation of an uninspected passenger vessel. For further information on how to apply for an appropriate license or credential, visit <http://www.uscg.mil/nmc>. For additional information regarding this bulletin, please contact the Sector Puget Sound Prevention Department at 206-217-6001.

Sincerely



L. A. Sturgis
Captain, U.S. Coast Guard
Captain of the Port
Sector Puget Sound

U.S. COAST GUARD NOTICE

PASSENGERS AND OPERATORS OF UNINSPECTED PASSENGER VESSELS (CHARTER VESSELS)



Ensure you know the status of the operator and vessel you plan on going out on before you or your family get underway! Ask to see the operator's U. S. Coast Guard issued Merchant Mariner Credential and documentation demonstrating enrollment in a Drug & Alcohol Program that meets the requirements of 46 CFR Part 16 and 33 CFR Part 95.

WHAT IS AN UNINSPECTED PASSENGER VESSEL (UPV)?

Per 46 US Code 2101:

- AN UNINSPECTED VESSEL OF LESS THAN 100 GROSS TONS (100 GT): Carrying not more than six (6) passengers, including at least one "passenger for hire"; or a vessel that is chartered with the crew provided or specified by the owner or the owner's representative and carrying not more than six (6) passengers.

OR

- AN UNINSPECTED VESSEL OF AT LEAST 100 GROSS TONS (100 GT) BUT NOT MORE THAN 300 GROSS TONS (300 GT): Carrying not more than twelve (12) passengers, including at least one "passenger for hire", or a vessel that is chartered with the crew provided or specified by the owner's representative and carrying not more than twelve (12) passengers.

Passenger means an individual carried on a vessel except those detailed in 46 USC 2101(21). The following persons are not considered passengers: the owner, operator, master or crew members.

Passenger for Hire means a passenger for whom consideration is contributed as a condition of carriage on the vessel, whether directly or indirectly flowing to the owner, charterer, operator, agent or any other person having an interest in the vessel.

NOTE! Vessels carrying passengers in excess of the allowed numbers indicated above are required to be inspected by the U.S. Coast Guard. They are required to have a *Certificate of Inspection* issued by the U.S. Coast Guard posted in a public space on the vessel, in addition to the credentialing and Drug & Alcohol Program requirements indicated above.

Operators of Self-Propelled Uninspected passenger vessels are required to have in their possession, while operating, a valid Coast Guard issued Merchant Mariner Credential endorsed for the vessel type and operation (46 CFR Part 15.605). Failure to comply with this provision could result in civil penalties of up to \$35,000.

Operators must also carry documentation demonstrating compliance of all crewmembers in a Drug & Alcohol Program (46 CFR Part 16). Failure to comply with this provision could result in civil penalties of up to \$7,000.

IF YOU HAVE QUESTIONS OR TO REPORT VIOLATORS CONTACT:

(503) 240-9309

Oregon and Southern Idaho

(206) 217-6208

Washington, Northern Idaho and Montana

On the Web at <http://homeport.uscg.mil>: Select Port Directory, Coast Guard Unit then Columbia River or Seattle.