

**MEETING MINUTES**  
**STATE OF WASHINGTON ~ BOARD OF PILOTAGE COMMISSIONERS**  
**October 15, 2020**

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**REGULAR MEETING – Call to Order**

The regular meeting of the Board of Pilotage Commissioners was convened at 1:00 p.m. by Chair Sheri Tonn via Conference Call and Microsoft Teams.

**Present via Conference Call or Microsoft Teams:**

Chair: Sheri Tonn

Vice Chair: Eleanor Kirtley

Commissioners: Jason R. Hamilton, John Scragg, Mike Anthony, Timothy J. Farrell,  
Rik Krombeen, Phil Morrell, Dale Jensen

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Assistant Attorney General: Albert Wang

Linda Styrk, Eric vonBrandenfels, Sandy Bendixen: Puget Sound Pilots

Mike Folkers: Port of Grays Harbor

Mike Moore & Jordan Royer: Pacific Merchant Shipping Association

Sara Thompson: Department of Ecology

Fred Felleman: Port of Seattle/OTSC Member

Matt Hannuksela (and family) & Joe Siddell: PSP Licensure Candidates

Laird Hail: USCG

Doug Coburn & Vince Addington: General Steamship

Charles Costanzo: AWO

**BPC Staff Report.**

- BPC Staff is testing out a new agenda format to bring clarity to Board members regarding necessary Board action, based on feedback from the past meeting.
- The BPC Pilotage Quarterly Fall edition was distributed earlier this week. The format is slightly different to accommodate more creative freedom.
- The State is upgrading its Learning Management System (LMS) to a new platform. The new site, Washington State Learning Center, will go live on November 2, 2020. Any courses that have been completed will migrate to the new system. Staff is working with DES to see what courses need to be completed by Commissioners and will provide an update soon.
- WSDOT Secretary Roger Millar announced that WSDOT office employees will be teleworking through June of 2021. After that, WSDOT employees are encouraged to telework at least 60% of the time. The WSF offices in the 2901 building are undergoing a transformation from assigned personal workspaces to drop-in workspaces with this teleworking future in mind. WSF has assured BPS staff that the pilotage office space and the Agate conference room will be undisturbed during these changes. BPC staff continues to take turns in the office and teleworking.
- Jaimie Bever attended the Puget Sound Harbor Safety Committee Meeting last Wednesday. BPC Vice Chair Eleanor Kirtley gave a great presentation regarding Green Marine. She will share her presentation with the Board in either November or December. Jaimie will also be attending the Grays Harbor Safety Meeting later this month.
- BPC Program Analyst Bettina Maki will be on vacation the first week of November.

**BPC Chair Report.**

- Chair Tonn and Jaimie Bever attended Women Offshore's Annual Conference held online on October 2<sup>nd</sup> and October 9<sup>th</sup>. It was well done with exceptional speakers and very motivational. Several breakout sessions provided an opportunity for focused conversations, which may not have happened if it had been held in person. The Wavemaker Award winner, Captain Makhosi Mbokazi, gave her speech live from the bridge of her vessel in South Africa. Chair Tonn also made some good connections with Mercy Ships, which may be able to help with recruiting 1600 gross ton and unlimited licensed females for upcoming exams. Chair Tonn encouraged participation in the conference next year, particularly if it stays online.
- The 2020 Salish Sea Shared Waters Forum was held October 14 and 15. It included some very interesting presentations. Jaimie Bever presented an update regarding ESHB 1578 implementation, which was followed by an update on the Risk Model from Ecology.

**Activity Reports.** Mike Moore representing Pacific Merchant Shipping Association (PMSA), Mike Folkers representing the Port of Grays Harbor (PGH), Captain Eric vonBrandenfels representing Puget Sound Pilots (PSP), and Laird Hail representing the United States Coast Guard (USCG) offered current and projected statistical data as well as updates on current maritime issues and activities.

Captain Eric vonBrandenfels, President, Puget Sound Pilots, informed the Board that PSP has 43 regular pilots in rotation currently. Three pilots are on major medical. Two will be returning in the next month and one in early January. One active pilot, and 5 retired pilots are currently taking comp days until their retirement or completion of comp day accrual. PSP reports seeing continuous surges in vessel traffic every month. When this happens, they are unable to meet the demand due to pilot shortages. He gave the example that on October 16, there were 38 jobs expected and only 4 pilots available. PSP expects they will have to delay approximately 10 ships, which include a mix of container ships, tankers, and bulkers. They are working on communicating with the agents in preparation. Linda Styrk, Executive Director, Puget Sound Pilots, added that they are looking at solutions to fill the gap between surges and demand of pilot orders relative to the number of pilots available. Since they are seeing irregular and unpredictable spikes in the traffic, they want to get connected with the agents/companies ordering the pilot services to discuss the issue and work-arounds directly with them, which PSP dispatchers have done in the past. However, delaying 10 vessels is a different situation. Linda acknowledged that Chair Tonn has been proactive about trying to understand the surges in traffic and has arranged a meeting on October 29, 2020 to discuss alternatives with various port authorities. PSP is observing the patterns. Captain vonBrandenfels added that there were no pilots out due to COVID currently, and that they have had no pilots or trainees who have tested positive for the virus.

Commissioner Farrell wondered if the surge in traffic was related to full anchorages, as reported in last month's USCG activity report. Captain vonBrandenfels answered that they have seen a surge in bulker traffic, which is a 3-assignment job (anchor for inspection, to the dock, and out). The Smith Cove West anchorage is currently unavailable due to seasonality. Therefore, the number of anchorages is reduced. But it is more related to the surges in the traffic. Captain vonBrandenfels added that "board on arrival" and "depart on demand" are questionable right now. Linda Styrk added that, regarding the surge gaps, when they are short on pilots, call-back workers come in to help with the demand. Commissioner Farrell suggested that the grain terminals were possibly a bottleneck and that those incoming vessels possibly have more flexibility than the liners or the outbound vessels.

Captain vonBrandenfels then posed a question to the Board. Per advice from the USCG and the safety factor of board on arrival, it is more important to depart on demand because of lingering traffic out in the rotary and avoiding ships overtaking other ships. Should pilots delay incoming vessels once they are at the dock? Only one of the vessels coming in tomorrow is a bulker. There are five container ships, and a tanker, mostly sitting at the dock now. The question is, do the pilots delay outbound ships? They are currently planning to prioritize a vessel on a tighter schedule. He concluded that it was alarming that even with no cruise season they were still dealing with all these issues.

Laird Hail, USCG, wondered if the planned delays were inbound or outbound. Captain vonBrandenfels responded that right now they were all outbound and that PSP is currently repositioning pilots out to the pilot station. He added that he would like affirmation from the Board that PSP's plan aligns with their thinking of how to address the situation.

Mike Moore, PMSA, offered that they are watching the numbers per month and that it is understandable that there might be some busy days. However, this approach was unexpected. He wondered if the group could circle back on this topic after he has a chance to speak with his members, look closer at the data, and perhaps offer some additional suggestions. Linda Styrk responded that they are planning to reach out to the agents, for direct first-hand input.

Chair Tonn suggested that the meeting on the 29<sup>th</sup> would likely be the beginning of a dialog about reservations and will include Dustin Stoker, NWSA, who has significant experience with the Port of Vancouver's reservation system. Mike Moore responded that information on daily demand versus daily supply of pilots would be helpful in identifying challenges. He mentioned that he will also speak with Mr. Stoker.

Commissioner Farrell asked Laird Hail, USCG VTS, if there was a way to mitigate the safety issues that occur with vessels stacking up in the strait. Laird answered that they require the vessels to do a

“racetrack” as opposed to sitting in place. This means they turn around and go back out to sea, and then turn around and come back. Additional Q&A followed.

### **OLD BUSINESS**

**Review of 2020-2025 Strategic Plan.** BPC staff reviewed with the Board the suggested revisions from Vice Chair Kirtley and Commissioner Anthony. Each suggestion was considered and discussed, concluding with a vote by the Board to submit the revised document as an update to the BPC’s 21/23 biennial budget request.

Motion: Farrell/Scragg – Adopt the 2020-2025 Strategic Plan with the revisions discussed and agreed upon at this meeting, for submission to the Legislature recognizing that it is a living document and will be revisited by BPC’s committees – Carried.

### **NEW BUSINESS**

#### **Meeting Minutes.**

Motion: Farrell/Scragg – approve the September 17, 2020 Meeting Minutes as written – Carried.

#### **Committee Action – Trainee Evaluation Committee (TEC)**

- **Consideration of Licensure of PSPD Pilot Candidate: Joseph Siddell.** On behalf of the Trainee Evaluation Committee (TEC), Commissioner Scragg stated that Captain Joe Siddell has successfully completed all sections of his Training Program Agreement including successful Portable Piloting Unit (PPU) training and completion and receipt of his federal licensing endorsements. Commissioner Scragg added that Captain Siddell has proven to be consistent, safe, and able to pilot independently. The Board has received his TPTR Summary and all training comments.

Motion: Scragg/Anthony – issue Captain Joseph Siddell the next state pilot license number for the Puget Sound Pilotage District – Carried.

- **Consideration of Licensure of PSPD Pilot Candidate: Matthew Hannuksela.** On behalf of the Trainee Evaluation Committee (TEC), Commissioner Scragg stated that Captain Matt Hannuksela has successfully completed all sections of his Training Program Agreement including successful Portable Piloting Unit (PPU) training and completion of his federal licensing requirements. However, while confirmation that the federal program has been completed, the sticker has not yet arrived. Commissioner Scragg added that Captain Hannuksela has proven to be consistent, safe, and able to pilot independently. The Board has received his TPTR Summary and all training comments.

Motion: Scragg/Anthony – issue Captain Matthew Hannuksela the next state pilot license number for the Puget Sound Pilotage District upon receipt of his federal pilotage endorsement – Carried

- **Approval of Pilot License Upgrade Program: Captain Sandy Bendixen.** Captain Bendixen is nearing completion of her second license year. Captain Bendixen’s upgrade program letter has been updated to reflect the new license levels.

Motion: Scragg/Kirtley – approve the pilot license upgrade program for Captain Bendixen as proposed – Carried.

#### **Committee Report – Trainee Evaluation Committee (TEC)**

- The TEC met yesterday and reviewed status of all trainees. There were no interventions to report. Once Captain Hannuksela is licensed, the training program will have 9 Puget Sound trainees and 1 Grays Harbor trainee, with 2 more trainee licensures anticipated by the end of the year.
- The TEC has discussed the requirement of federal pilotage endorsements for trainees to take the conn on US Flagged vessels and the impacts of that requirement on the training program. The Committee has sought guidance from the USCG and will inquire with the Board’s Assistant Attorney General as well.
- As per Board recommendation, the TEC discussed changing the TEC meeting time to better align with Board meeting deadlines. However, it was decided that the Wednesday before the Board meeting is best for all TEC members and for last minute training program related documentation to be considered by the Board. The TEC will provide drafts of documents for Board action as early as possible.

- The TEC also discussed the status of Grays Harbor Pilot Captain White’s final upgrade trip. The COVID situation has made completion of his upgrade program challenging. He has been encouraged to finish his upgrade program as soon as possible.

**Consideration of Future Board Meeting Materials.** The Commissioners and Board staff discussed future meeting material distribution. There was consensus to continue with the revised agenda as discussed in the Staff Report and to continue providing hard copy meeting packets to the Board prior to the Board meetings.

**Update Mariner Credential Policy Statement.** The Board received and reviewed an updated BPC Policy Statement Regarding Extension of Merchant Mariner Credentials, Medical Certificates, and Washington State Pilot Licenses and Annual Physical Requirements Due to COVID-19. The revisions reflect recent revisions to *USCG Marine Safety Bulletin 08-20, Change 4 dated September 30, 2020*. It is the policy of the Board to not discipline any Washington State licensed pilot for failure to obtain the otherwise required annual renewals as further described in the Policy Statement and in alignment with the USCG.

Motion: Farrell/Jensen – accept the updated Mariner Credential Policy Statement and update the BPC policy to match – Carried.

**Pilot’s Report of Marine Safety Occurrence: *GLOBAL AMBITION, 09-12-2020***

Leaving Commencement Bay heading for Olympia	The vessel experienced interim fuel pump problems. After conferring with VTS, they were able to complete the trip without incident.	<u>Motion:</u> Farrell/Scragg File as a Marine Safety Occurrence – Carried.
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**Pilot’s Report of Marine Safety Occurrence: *GLOBE DANAE, 09-22-2020***

Commencement Bay	The vessel was shifting from Quartermaster Harbor Anchorage to Temco when the main engine had to be stopped to adjust an exhaust valve pipe nozzle. Vessel proceeded to berth with no further issues.	<u>Motion:</u> Farrell/Scragg File as a Marine Safety Occurrence – Carried.
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**Consideration of Request for Vessel Exemption:**

**Motor Yacht *MISS ANNA*** – 96’, 222gt, Marshall Islands registry, Captain Van Der Wel.

Motion: Farrell/Jensen – concur with Chair Tonn’s granting of an annual exemption which includes a restriction of both Deception Pass and Ballard Locks, and required an orientation cruise– Carried.

**Review of Pilot/Trainee Physical Examination Reports.**

Motion: Farrell/Hamilton – approve the physician’s reports for Captains B. R. Jensen, G. P. Thoreson, J. C. Scragg, P. V. Hunter, D. W. Melin, J. A. Hannuksela and L. A. Seymour for their annual pilot license renewal – Carried.

Motion: Farrell/Jensen – approve the physician’s reports for Captains P. P. Mann and M. P. Bostick for their new trainee physicals – Carried.

**Puget Sound Pilot License Status.** This agenda item will be carried forward to the November meeting.

**Update on ESHB 1578.** Jaimie Bever presented at the Salish Sea Shared Waters Forum earlier in the day regarding implementation of the September 1, 2020 tug escort directives in ESHB 1578. Commissioner Jensen added that the forum went very well and included important perspectives from the State’s Tribal partners.

At the September BPC meeting, the Board approved a tank vessel movement report, and the form went live shortly after that meeting. BPC staff is receiving a small and steady stream of reports back, particularly from Centerline Logistics and Vane Brothers. Jaimie stated that the OTSC will be working on an FAQ for the form at their next meeting, which is scheduled for later this month.

OTSC Tug Industry Representative, Charlie Costanzo, AWO, shared his perspectives and concerns, which towing operators had expressed to him, regarding the tank vessel movement report. He pointed out that their greatest concern is marine safety and thus have complied with the new laws resulting from ESHB 1578. He acknowledged that the Legislature provided no formal mechanism to monitor compliance, which promulgated the BPC’s Tank Vessel Movement Form. They believe the BPC and the Department of Ecology already have the means to monitor compliance that do not require their members

to shift operations away from the safety of their vessels and towards filling out forms. Administrative duties for mariners have increased over time, while watch standards have remained the same. He suggested that Marine Exchange, with additional funding, could gather and provide the requested data. He concluded by saying that existing data reporting function enhancements should be considered before adding a new data collected method like the Tank Vessel Movement Form. He did acknowledge that the Board did a good job preparing a form, but that their concerns were cumulative regarding administrative tasks in general. A Q&A between Mr. Costanzo and the Board followed. In regards to the suggestion that Ecology's Advanced Notice of Transfer process be revised to include laden/unladen, Commissioner Jensen responded that Ecology would need legislative direction in order to make that change, which would then be followed by a lengthy rulemaking process for implementation. It would be at least a couple years out. The conversation concluded with next steps including a conversation with John Veentjer at Marine Exchange and the OTSC developing an FAQ for the Tank Vessel Movement Form.

#### **Committee Reports.**

##### **BPC/PSP Joint Diversity Committee (JDC):**

- JDC Co-Chair Linda Styrk mentioned that the upcoming exam webinar will be reported on during the Exam Committee report. She thanked the webinar team for the great work, especially Captains Bendixen and Hannuksela.

##### **Commission Investigative Committee (CIC):**

- A meeting will be scheduled in the next couple of months to discuss the Request for Qualifications.

##### **Oil Transportation Safety Committee (OTSC):**

- The OTSC will meet on October 20, 2020 to go over questions since the September 1, 2020 implementation and to prepare FAQs. They will also discuss the definition of oil in the Interpretive Statement previously adopted by the Board.

##### **Pilot Safety Committee (PSC):**

- The PSC had a good meeting and were able to work through several definitions.
- Captain Scragg discussed a memo, which was sent to all of the pilots and trainees, regarding pilot ladder safety and the increased need to turn in any pilot ladder violations through the MSO reporting process.
- The Committee is working on scheduling their next meeting in November.

##### **Exam Committee:**

- The Washington State Marine Pilot Exam Overview Webinar is taking place on Wednesday October 21<sup>st</sup> at 1:30pm. Jolene Hamel, BPC Training Coordinator, will send a link to the Commissioners once a recording of the webinar is available for viewing. There were currently over 70 participants signed-up to attend.
- The exam contract will be executed shortly.
- A simulator evaluation kick-off meeting will occur towards the end of the month.
- The date of the written exam is Monday, April 5, 2021. There had been some previous communications from BPC staff using April 6, 2021, which is incorrect. All mislabeled documentation will be updated to reflect the correct calendar date.

**Confirmation of Next Regular Meeting Dates.** The consensus was that Microsoft Teams was preferred over Skype for Business. The next two regular meeting dates are one week earlier due to the holidays:

- November 12 – Teams/Phone
- December 10 – Teams/Phone

There being no further public business to come before the Board, Chair Tonn thanked everyone and adjourned the meeting at 3:45pm.

Respectfully submitted,

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Jaimie C. Bever, Executive Director

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Sheri J. Tonn, Chair

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Eleanor Kirtley, Vice Chair

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Commissioner Timothy J. Farrell

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Commissioner Philip Morrell

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Commissioner Rik Krombeen

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Commissioner John Scragg

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Commissioner Michael Anthony

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Commissioner Jason R. Hamilton

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Commissioner Dale Jensen