

MEETING MINUTES
STATE OF WASHINGTON ~ BOARD OF PILOTAGE COMMISSIONERS
September 19, 2024

REGULAR MEETING – Call to Order

The Regular Meeting of the Board of Pilotage Commissioners was called to order at 10:00 a.m. 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

Commissioners: Sandy Bendixen (Pilot), Mike Anthony (Pilot),

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Port of Grays Harbor: Mike Folkers

Puget Sound Pilots: Ivan Carlson, Severin Knutsen, Eric Klapperich

The Northwest Seaport Alliance: Keven Snyder

Present via Teams:

Commissioners: Richard Firth (Foreign Shipping), Timothy J. Farrell (Public), Jason Hamilton (Public), Andrew Drennen (U.S. Shipping), Nhi Irwin (Ecology)

BPC Assistant Attorney General: Albert Wang

Puget Sound Pilots: Mark Bostick, Travis McGrath

Utilities and Transportation Commission: Scott Sevall

Public: Weldon Burton, Daniel Bolton, Rick Boullion

BPC Staff Report.

- BPC Executive Director Jaimie Bever shared a letter from the Oregon Board of Maritime Pilots sent to both Oregon Governor Kotek and Washington Governor Inslee highlighting the need for bridge infrastructure assessment in Oregon and on the Columbia River. The BPC was copied on the letter, and it was shared for informational purposes with no action needed at this time.
- Jaimie also acknowledged that the summer edition of the BPC Pilotage Quarterly newsletter was recently published and that the fall edition would be coming in October.
- Jolene Hamel, BPC Training Program Manager, detailed highlights of a recent ride along she was able to participate in with Commissioner Bendixen.
- Bettina Maki, BPC Data Analyst, relayed that the searchable MSO Archive that she and PSP Captain Nick Moore have been working on, is now live in the pilot dispatch screens. This allows pilots to review previous MSO information for vessels they are dispatched to pilot, as a part of their preparation. The Archive also includes pilot transfer arrangement (PTA) reports. A revised MSO form is in final revisions with the PSC and will be presented to the Board soon.
- Jaimie and Commissioner Bendixen reported on the Maersk *ALETTE* arrival. This ~17,000 TEU vessel is the first green ethanol vessel to call in the U.S. and the largest vessel to call at the Port of Tacoma, Husky Terminal. Keven Snyder, NWSA, shared that security issues around potential protestors kept the news to a minimum until after the vessel call.

BPC Chair Report.

- BPC Chair Sheri Tonn informed the Board that she had initial communications with the UTC regarding the tariff and what the process would look like to make changes specific to the trainee stipend surcharge. She hopes that there will be further information to put before the Board in October.
- Chair Tonn also reported on the Train-the-Trainer class held on September 4 with 15 participants, both pilots and current trainees. This class was the first with new instructor Captain Jeff Slesinger. Chair Tonn thanked PSP for hosting the room, as well as both TEC pilots Mike Anthony and Severin Knutsen, and BPC Training Program Manager Jolene Hamel for their assistance with the class. She was happy she was able to participate.
- Chair Tonn and E.D. Bever attended Laird Hail's retirement party and acknowledged that he will be missed as the VTS director. The Board wishes him the best in his retirement.

Activity Reports. There were no verbal reports for either USCG or PMSA this month. Keven Snyder representing The Northwest Seaport Alliance (NWSA), Ivan Carlson representing Puget Sound Pilots

(PSP), and Mike Folkers representing the Port of Grays Harbor (PGH) offered current and projected statistical data as well as updates on current maritime issues and activities.

BPC Data Analyst Bettina Maki shared the pilotage activity dashboard and was available for questions. Commissioner Bendixen shared that September 30 will be the 140th anniversary of the Pilotage Act in Washington State.

NEW BUSINESS

Pilot’s Report of Marine Safety Occurrence: *GUANGZHOU HIGHWAY*, 08/07/2024

Underway, approaching S Buoy	While underway, speed dropped suddenly to 48 RPM, half ahead. After roughly ten minutes of running at half speed the chief engineer said they needed to shut down the engine for half an hour to reset an alarm. After talking with the captain and VTS, the pilot chose to turn around and take the ship to anchor in Port Angeles. The vessel returned to Port Angeles running at half speed without further incident.	<u>Motion:</u> Bendixen/Firth – File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *EUPHORIA 2 (CARNIVAL SPIRIT)*, 08/13/2024

Seattle, underway near Pier 91	Passenger vessel <i>CARNIVAL SPIRIT</i> was preparing to undock from Seattle Pier 91-I. Small sailboat <i>EUPHORIA 2</i> was underway 0.2nm off Pier 91 within the Safety and Security Zone for cruise vessels. <i>EUPHORIA 2</i> speed was about 1kt and was located off the starboard quarter of the cruise vessel on a NW’ly course. There were no Security Patrols in the area or in the vicinity. Upon last line, the <i>CARNIVAL SPIRIT</i> sounded three short blasts to indicate operating engines astern. There was no response from the <i>EUPHORIA 2</i> . A second sound signal was given. This time the <i>EUPHORIA 2</i> engaged her engine and proceeded on the NW’ly course, crossing astern and disappearing from view of the vessel. Once the sailboat was on the port side of the <i>CARNIVAL SPIRIT</i> in view and clear, vessel resumed backing out of the berth with no further incidents.	<u>Motion:</u> Bendixen/Farrell– File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *WASHINGTON*, 08/13/2024

Berthing in Ferndale, Cherry Point South Terminal	During the final portion of the berthing at Cherry Point south terminal, one of the vessel’s after spring lines parted. Two after springs had been run to the dock, but only one had been taken into tension. The current during the berthing was a flood of 0.8 to 0.5 knots by the ship’s water log. The wind was from the E at 12-15 knots. During the final approach, kicks of dead slow and minimum ahead were used to maintain the longitudinal position, countering the current and wind. After the ship was brought alongside in position, the after tug was used at an angle pushing forward to relieve some strain on the single remaining after spring. Once the remainder of the forward mooring was completed, the forward tug was released. Once the after mooring was otherwise complete, the crew then removed the broken spring from the drum. A new line was broken-out and rewrapped on the drum. This spring was then run to the berth. Once the ship was fully secured with two after springs up tight, the after tug was stopped and released. No crew or dock	<u>Motion:</u> Bendixen/Hamilton – File as a Marine Safety Occurrence – Carried.
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	<p>personnel were injured when the line parted. The line parted outside of the ship's rail, about 30 feet forward of the roller chock it was fairled through. The master reported that the line that parted was around 8 years old, and that all their lines go through an annual inspection process.</p>	
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Pilot's Report of Marine Safety Occurrence: *WYCLIFFE*, 08/19/2024

<p>Underway, Elliott Bay N</p>	<p>Due to a lack of pre-voyage preparation, poor and outdated equipment, lack of experienced crew, and poor tow package, the vessel was unable to make the voyage as planned. First, the wheelhouse engine controls did not work. Once repaired and underway, the tow wire became tangled in the tow winch. At this point, vessel returned to Pier 7 and USCG was contacted.</p>	<p><u>Motion:</u> Farrell/ Drennen – File as a Marine Safety Occurrence – Carried.</p>
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Pilot's Report of Marine Safety Occurrence: *CARNIVAL LUMINOSA*, 08/22/2024

<p>Underway, Pilot Boarding Area, Port Angeles</p>	<p>When boarding the ship off Ediz Hook in Port Angeles, the pilot slipped on slick, painted metal just inside the pilot boarding side door, falling to the deck and scraping his left shin on the knife edge such that a wound approximately 2.5 inches long and .75 inches wide was created when the ship's knife edge removed the skin. He declined medical treatment and continued to the bridge to pilot the ship to Seattle. When the ship was all fast at Pier 91, he spoke with the captain and the staff captain regarding their non-compliant Pilot Transfer Arrangement and how to correct. On a related note, Carnival Cruise Lines does not comply with IMO regulations requiring a deck officer at the Pilot Transfer Area, instead opting to use a member of the security department.</p>	<p><u>Motion:</u> Anthony/Hamilton – File as a Marine Safety Occurrence – Carried.</p>
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Pilot's Report of Marine Safety Occurrence: *FIDELIO*, 08/23/2024

<p>Underway, Between Bush Point and Nodule Point N Puget Sound</p>	<p>When shifting VTS channels northbound in the traffic lane between Bush Point and Nodule Point, in accordance with the VTS User Manual, pilot was informed by the captain that the vessel's VHF Radio no longer had the capability to transmit or receive US only channels. Pilot notified the VTS supervisor of the situation and agreed to maintain communications on Channel 13 for the remainder of the trip to Port Angeles.</p>	<p><u>Motion:</u> Farrell/Anthony – File as a Marine Safety Occurrence – Carried.</p>
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Pilot's Report of Marine Safety Occurrence: *NIRIIS*, 09/05/2024

<p>Underway, Eastbound North of Protection Island</p>	<p>While underway, vessel began having sporadic power issues. Pilot had made decision to turn vessel around and go back to anchor in Port Angeles. While doing so, vessel lost power completely. Pilot immediately called for tug assistance and had the port anchor lowered to the water's edge in the event it needed to be released. Two tugs eventually came to bring the vessel back to anchorage. Even though the captain was reluctant to be towed to anchor, the pilot advised that it was the only safe option. Anchoring was controlled and uneventful in the harbor with the assistance of the <i>DENISE FOSS</i>.</p>	<p><u>Motion:</u> Anthony/Farrell – File as a Marine Safety Occurrence – Carried.</p>
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Meeting Minutes.

Motion: Firth/Bendixen – approve the August 15, 2024, Meeting Minutes as written after correcting “Pacific Terminal” to “Pierce County” on page one – Carried.

Committee Actions.

Trainee Evaluation Committee (TEC)

- **Pilot License Upgrade Program: Captains Velarde, Miller, W Kelly & C Grobschmit.**
Commissioner Bendixen advised that there are currently 16 pilots in their upgrade window. She also stated the TEC reviewed the 4 upgrade letters for the pilots listed above and made one minor change to the letters for Captains Velarde and Miller that does not affect the intent of the letters.
Motion: Bendixen/Anthony – approve the pilot license upgrade programs for Captains Velarde, Miller, W Kelly & C Grobschmit – Carried.
- The TEC met yesterday and reviewed all trainee programs. There are 4 trainees currently in PS and none in GH. There are 2 trainees in Training, and 2 in Observation, one of whom started at the beginning of this month and one who continues to be off stipend.
- New pilot trainee orientation occurred on 8/30 for 2 new trainees, and the next one will be held on 10/3 for the remaining two trainees who will be starting in October. This will bring the Training Program to 7 trainees. PSP also has been making the on-boarding process more formal and will include updated procedures such as having a pilot orientating them at the Pilot Station.
- The TEC has been discussing Hard-to-Get trips and assuring continued growth of a robust Training Program.
- Commissioner Bendixen shared that she had recently visited Seattle Maritime to view their operations. They recently got a pilot ladder donated to them and will be training the deck hands with it. She thinks that there could be pilot trainee ladder training possibilities in the future. Chair Tonn suggested that the PSC should come back with a recommendation on possible pilot ladder training at Seattle Maritime. Commissioner Drennen, Co-Chair of the PSC, agreed to accompany Commissioner Bendixen to Seattle Maritime for a review.

Pilot/Trainee Physical Examination Reports.

Motion: Hamilton/Drennen – approve the pilot physical examination reports for Captains R.A. Myers, J.L. Carstensen, J.E. Siddell, S.P. Bendixen, K.C. Kridler, B.E. Lowe, M.P. Bostick, M.N. Hannuksela, P.V. Hunter, E.M. vonBrandenfels, D.W. Melin and D.B. Soriano for their annual pilot license renewals, L.M. Shuler and D.L. Britton for their new trainee license, and N.M. Sabbath for his annual pilot trainee license renewal – Carried.

Exemptions from Pilotage.

Motor Yacht SEA GYPSY– 54’, 64gt, Marshall Islands registry, Captains Gregory Sparks and Devin Zwick.

Motion: Anthony/Firth –Captain Anthony advised the Board that a valid MMC was not a condition for this size vessel and advised to grant annual exemption with no limitations – Carried.

Committee Updates.

At the beginning of this section, E.D. Bever proposed the inclusion of work groups to the Committee Updates section and to add the Terminal Operations Work Group.

Pilot Safety Committee (PSC)

- PSC Co-Chair Commissioner Drennen stated that the PSC will meet again on November 7 and has no report until then.

Vessel Exemption Committee (VEC)

- The VEC has not met since the last report and will be meeting again on October 23.
- Jolene Hamel reported that after Commissioner Anthony’s last speaking engagement at a local yacht club, other clubs have been calling asking to have him come speak as well. This is a great outreach opportunity and will help amplify the message around Rule 10.

Diversity, Equity & Inclusion Committee (DEIC)

- The DEIC has not met since the last report but has a tentatively scheduled meeting on either October 8 or 9.

Oil Transportation Safety Committee (OTSC)

- BPC Executive Director and OTSC Chair Jaimie Bever shared correspondence back and forth with the Environmental NGO's, which was informational only.
- In addition to the next workshop series coming up in November 2024, a small contingency including Jaimie, Nhi and other Ecology members, will be having an onsite visit with the Swinomish Tribe next week.

Terminal Operations Work Group (TOWG)

- BPC Data Analyst Bettina Maki, who will be the staff support for this group, reported on the first meeting held in July. This first meeting was made up of a Steering Committee of PSP Pilot Captain Scott Coleman, Lindsay Wolpa (NWSA), BPC Commissioner Kirtley, BPC Chair Tonn, BPC E.D. Jaimie Bever, and Bettina. They spent the meeting focusing on the issues at hand and whom should be invited to the larger work group. Lindsay reminded everyone at the work group meeting that ongoing communication is very important, and that it is likely key topics will need to be reiterated often. Commissioner Bendixen asked to make sure that the priority is focused on pilot transfer arrangements, as there are some current unsafe berths and gangways in Seattle.

Confirmation of Next Regular Meeting Dates. Chair Tonn reminded everyone of the meetings in October and November and advised that the November meeting will be on November 21st not the 14th as was written in the agenda. All meetings continue to be hybrid, and all are invited and encouraged to attend in person or online.

Public Comment. Chair Tonn asked for public comment, but none was offered.

Adjourn. Meeting was adjourned by Chair Tonn at 11:30 am after advising that she will be discussing reappointments for the Commission at the October meeting.

Respectfully submitted,

Jaimie C. Bever, Executive Director

Sheri J. Tonn, Chair

Eleanor Kirtley, Vice Chair

Commissioner Timothy J. Farrell

Commissioner Andrew Drennen

Commissioner Richard Firth

Commissioner Sandy Bendixen

Commissioner Michael Anthony

Commissioner Jason R. Hamilton

Commissioner Nhi Irwin