

MEETING MINUTES
STATE OF WASHINGTON ~ BOARD OF PILOTAGE COMMISSIONERS
July 16, 2026

REGULAR MEETING – Call to Order

The Regular Meeting of the Board of Pilotage Commissioners was called to order at 11:00 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: Severin Knutsen (Pilot), Mike Anthony (Pilot), Lee Tyler (Foreign Flag Shipping)

Administration: Bettina Maki, Jolene Hamel

Puget Sound Pilots: Ivan Carlson, Scott Brewen

Present via Teams:

Commissioners: Eleanor Kirtley (Vice Chair), Tom Buroker (Ecology), Tim Farrell (Public)

AAG: Albert Wang, Lauren Jaech

Puget Sound Pilots: Travis McGrath, Matt Hannuksela

Puget Sound Pilots Trainee: Chris Adams

Pacific Merchant Shipping Association: Jordan Royer

USCG: Ian McPhillips

UTC: Scott Sevall

Quiet Sound: Rachel Aronson

Public: Ann LaRue, Jill Taylor, Lillie Wightman, Fred Felleman, Kyle Burleson

BPC Staff Report.

- BPC Executive Director Jaimie Bever is traveling and cannot attend the meeting today. She will be back in the office on July 27.
- BPC Training Manager Jolene Hamel reminded everyone that the BPC has a new suite number – Suite 400 effective as of now – as they are still receiving mail from stakeholders with the incorrect number.
- BPC Program Analyst Bettina Maki provided both the quarterly KPI dashboard as well as the PSP activity report dashboard and was both available for questions and took feedback on the KPI data provided.

BPC Chair Report.

- Chair Tonn reported that an exam applicant has exercised his RCW rights to an adjudicative hearing and has also filed several public records requests. The hearing process has triggered an email from the AAG to all Commissioners, who were reminded to read and respond if they have not done so yet.
- Chair Tonn also sadly reported that due to accepting a new position, Commissioner Drennen will be stepping down from the Board in September. The BPC will be looking for a new U.S. Flag shipping representative to fill the vacancy and has already reached out for recommendations.

Activity Reports. CDR Ian McPhillips representing United States Coast Guard (USCG), Jordan Royer representing Pacific Merchant Shipping Association (PMSA), and Captain Ivan Carlson representing Puget Sound Pilots (PSP) offered current and projected statistical data as well as updates on current maritime issues and activities. Neither PGH nor NWSA were available to offer a verbal report. However both provided a written report that is also available on the BPC website under meeting materials.

Todd Hass from Puget Sound Partnership was scheduled to present on Puget Sound Partnership's 2026-2030 action agenda. However, he had a family emergency and Rachel Aronson from Quiet Sound stepped in to give the Board an overview of the agenda, which included a goal of having 70 percent of piloted ships attempt to slow down between the 2026-2030 slow down seasons. More information can be found in the Puget Sound Partnership report, which will be sent to the Board and distributed to PSP.

NEW BUSINESS

Pilots Report of Incident – *LOWLANDS LAMBIK*

Commissioner Knutsen presented the BPC Investigation Report and the following information for the

incident: On the evening of July 1, 2026, after departure from Radius Recycling in the Hylebos Waterway, the pilot aboard the *LOWLANDS LAMBIK* heard the sound of creaking wood and stepped out onto the bridge wing to observe that an approximately 100-foot tug had pulled the western half of the berth to which it was moored free from its pilings, with the tug's stern floating free. No contact was made by the *LOWLANDS LAMBIK*, and the vessel maintained what appears to be a typical distance from all structures. There were no injuries and the damage was contained to the mooring berth.

Motion: Anthony/Knutsen – file as an incident with damage and no pilot error – carried.

Pilot's Report of Marine Safety Occurrence: *PAN UNITY*, 06/10/2026

On approach to Seattle Pier 86.	On approach to Pier 86, the vessel failed to start astern. The bow tug was used for brakes, VTS was contacted, and a plan was made to return to Manchester Anchorage. Vessel proceeded to Manchester with a two-tug escort and anchored without further incident.	<u>Motion:</u> Knutsen/Lee – file as an MSO – Carried.
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Meeting Minutes.

Motion: Farrell/Anthony – approve the June 18, 2026, Regular Meeting Minutes as presented – Carried.

Pilot/Trainee Physical Examination Reports.

Motion: Farrell/Knutsen – approve the pilot physical examination reports for Captains B.W. Bouma, M.L. Anthony and I.J. Carlson for their annual pilot license renewals – Carried with one abstention from Commissioner Anthony.

Motion: Anthony/Lee – approve the pre-licensing physical examination report for Captain R.M. Boullion for his annual license – Carried.

Pilot Exam Update. Chair Tonn reiterated that the appeal process was underway and there may be more information at the next meeting. Further debrief and lessons learned from the 2026 exam are in progress and a wrap up exam meeting will take place sometime soon.

BPC 2025 Annual Report – Review and Discussion. The Board was presented with the draft 2025 Annual Report for review and comment. BPC Chair Sheri Tonn thanked staff for their work and advised that it had been sent to stakeholders for input as well. Commissioners were asked to submit any written feedback to BPC staff by August 12. The final draft will be presented to the Board at the August meeting for adoption and submitted to the Legislature by September 1 as required.

UTC Ruling Update. Chair Tonn reported that the UTC decision was released on June 29. Puget Sound Pilots have made a reconsideration request on four issues and PMSA has also submitted a reconsideration request. Scott Sevall from the UTC who was on the call stated that PSP's consideration was determined to comply with requirements and will be considered. He had no further information on PMSA's request.

Committee Updates.

Trainee Evaluation Committee (TEC)

- TEC Chair Captain Knutsen reported that there were no upgrade letters again this month. There have been 2 lift letters issued since the previous meeting, leaving 9 pilots in their upgrade windows currently.
- Yesterday, the TEC met and reviewed all trainees. Trainee Bolton came in to work on his plan to move forward into Evaluation later this summer. There are currently 9 trainees in Puget Sound. Two are in Evaluation, four are in Observation and Training, and three in Familiarization. There are no trainees in Grays Harbor. All the trainees continue to make good progress.

Pilotage Act Advisory Committee (PAAC)

- The committee will meet again in August.
- The approved minutes from the April 27 meeting were provided to the Board.
- The committee voted on a recommendation to extend the sunset date and will discuss this further at the August meeting and bring any recommendations to the Board at that time.

Terminal Operations Work Group (TOWG)

- At the previous meeting in May, the group agreed to continue meeting twice a year with the next meeting planned for October. Staff will be removing them from the agenda except in months that they meet.

Diversity, Equity, Inclusion, and Belonging Committee (DEIBC)

- The DEIBC has not yet met since the last meeting and will continue to work on the charter for the committee with the goal of having it ready for review by the August meeting.

Pilot Safety Committee (PSC)

- The committee met on July 14 and reviewed rest rule exceptions: 2 from PSP and 0 from PGH.
- They also reviewed unsafe ladder reports and flagged one vessel as a repeat offender. PSP will follow up with that vessel with a letter regarding the unsafe transfer arrangement.
- The PSC will be looking for a new Co-chair due to Co-chair Andrew Drennen vacating the Board, as was announced earlier in the meeting.

Confirmation of Next Regular Meeting Dates. Chair Tonn reminded everyone that the next meeting will be August 20. This meeting had been planned for Grays Harbor; however, the Board will now be going to Grays Harbor on September 17. Regular 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, and Fred Felleman was the only one who commented. Fred expressed concerns with developments coming out of British Columbia and significant increases in vessel traffic, suggesting that it underscores the importance of Washington state to assert its authority. He was disappointed that rather than amending this legislation now, the BPC had chosen to punt for two years. Chair Tonn thanked Fred for his comment.

Adjourn. The meeting was adjourned by Chair Tonn at 12:10 p.m.

Respectfully submitted,

Jaimie C. Bever, Executive Director

Sheri J. Tonn, Chair

Eleanor Kirtley, Vice Chair

Commissioner Timothy J. Farrell

Commissioner Andrew Drennen

Commissioner Lee Tyler

Commissioner Severin Knutsen

Commissioner Michael Anthony

Commissioner Jason R. Hamilton

Commissioner Tom Buroker



STATE OF WASHINGTON

BOARD OF PILOTAGE COMMISSIONERS

2901 Third Avenue, Suite 400 | Seattle, Washington 98121 | (206) 515-3904 | <https://pilotage.wa.gov>

NOTICE OF MONTHLY BOARD MEETING

**Thursday
July 16, 2026**

1100 – Regular Meeting

Dial In:
206.531.0324
356921671#

Video Link:
[Join the meeting now](#)

*If you are a person with a
disability and need special
accommodations, please contact
Jolene Hamel at
Jolene.Hamel@wsdot.wa.gov or
206.515.3904*

Meeting Materials are posted to our [website](#) (meetings tab) at least 24 hours in advance of each Board Meeting

WASHINGTON STATE
BOARD OF PILOTAGE COMMISSIONERS
MEETING AGENDA

July 16, 2026

2901 3rd Avenue, Seattle, WA 98121 – 1st Floor Agate Conference Room
and

Via Teams #206.531.0324, participation code: 356921671#

[Join the meeting now](#)

(Public comment accepted at the discretion of the Chair and prior to the end of the meeting)

1100 hours

Call to order

REGULAR MEETING

1. BPC Staff Report
2. BPC Chair Report
3. Activity Reports (5 minutes each)
 - a. U.S. Coast Guard (USCG)
 - b. Pacific Merchant Shipping Association (PMSA)
 - c. The Northwest Seaport Alliance (NWSA)
 - d. Puget Sound Pilots (PSP)
 - e. Port of Grays Harbor (PGH)
 - f. Puget Sound Partnership

NEW BUSINESS (Public comment accepted)

4. Pilot's Report of Incident
 - a. *LOWLANDS LAMBIC* 07/01/2026 PS
5. Board Action – MSOs
 - a. *PAN UNITY* 06/10/2026 PS
6. Board Action – June 18, 2026 Regular Meeting Minutes
7. Board Action – Pilot/Trainee Physical Examination Reports

1230 15-MINUTE BREAK

8. Exam Update
9. BPC 2025 Annual Report – Review and Discussion (Vote in August)
10. UTC Ruling Update
11. Committee & Work Group Reports:
 - a. Trainee Evaluation Committee (TEC)
 - b. Pilotage Act Advisory Committee (PAAC)
 - c. Terminal Operations Work Group (TOWG)
 - d. Diversity, Equity, Inclusion and Belonging Committee (DEIBC)
 - e. Pilot Safety Committee (PSC)

12. Upcoming Meeting Dates:

Thursday, August 20, 2026 at 1100 – Regular Meeting (Hybrid – Teams/2901 Building)	Thursday, September 17, 2026 at 1100 – Regular Meeting (Hybrid – Teams/Port of Grays Harbor)
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13. Public Comment
14. Adjourn

Washington State Board of Pilotage Commissioners

Quarterly Key Performance Indicators Dashboard

12 MONTHS ENDING: Jun 30, 2026

Safety

Rest Rule Exceptions

Puget Sound District
KPI target: rate of 0.3% or less
(3 or less per 1000 assigns)

2025 Q3	2025 Q4	2026 Q1	2026 Q2
0.10% ✓ 1945 assigns 2 rest exc.	0.24% ✓ 1672 assigns 4 rest exc.	0.00% ✓ 1632 assigns 0 rest exc.	0.10% ✓ 2023 assigns 2 rest exc.

This KPI counts rest rule exceptions. Any exceptions associated with emergent situations are excluded. The most common emergent situation is a ship dragging anchor in severe weather.

Rest rules require 1) that pilots have 10 hours rest between assignments, 2) that multiple assignments (e.g. harbor shifts) not exceed 13 hours total duration.

The BPC Pilot Safety Committee reviews rest rule exceptions each quarter.

Grays Harbor District
KPI target: 1 or less per year

2025 Q3	2025 Q4	2026 Q1	2026 Q2
0 ✓ 64 assigns 0 rest exc.	0 ✓ 80 assigns 0 rest exc.	0 ✓ 98 assigns 0 rest exc.	0 ✓ 76 assigns 0 rest exc.

Unsafe Transfer Arrangements Resulting in Fall or Injury

KPI target: 0

2025 Q3	2025 Q4	2026 Q1	2026 Q2
0 ✓	0 ✓	0 ✓	0 ✓

This KPI counts occurrences where a pilot or pilot trainee falls or is injured while embarking or disembarking a vessel with noncompliant transfer arrangement, or is physically endangered regardless of whether the incident results in physical injury.

Pollution Incidents (Spills) with Pilot Error

KPI target: 0

2025 Q3	2025 Q4	2026 Q1	2026 Q2
0 ✓	0 ✓	0 ✓	0 ✓

This KPI counts occurrences where actual or apparent collision, allision or grounding or navigational occurrence results in environmental damage (pollution/spill), with pilot error a contributing factor.

Other Incidents (Non-Pollution) with Pilot Error

KPI target: 0

2025 Q3	2025 Q4	2026 Q1	2026 Q2
0 ✓	0 ✓	0 ✓	0 ✓

This KPI counts occurrences where actual or apparent collision, allision or grounding or navigational occurrence results in personal injury or property damage, with pilot error a contributing factor. (Pilot injury associated with noncompliant transfer arrangements reported under Unsafe Transfer Arrangements.)

Diversity, Equity, and Inclusion

DEI Committee Meetings (quarterly)

KPI target: 1 meeting per quarter
or more

2025 Q3	2025 Q4	2026 Q1	2026 Q2
Aug 11, 25 ✓ Sep 8, 22, 29 ✓ Exam Messaging	Nov 17 ✓ Dec 1, 15 ✓ Exam Messaging	Jan 12, 26 ✓ Feb 23 ✓ Mar 9, 23 ✓ Exam Messaging	Apr 1 ✓ May 18 ✓ June 18 ✓ DEIB Committee

DEI Events Attendance and/or Sponsorship (yearly)

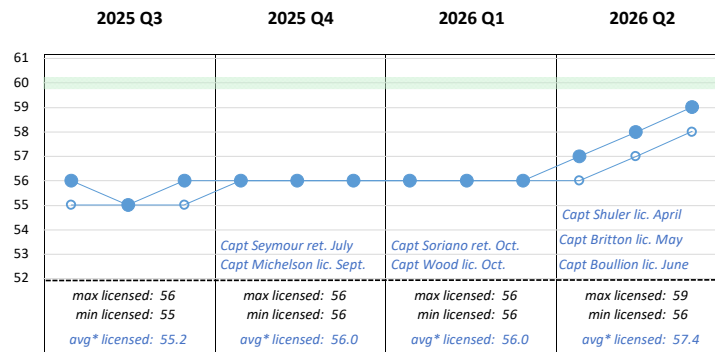
KPI target: 3 events per year
or more

	Year	Date	Event	Location	Atten.	Spons.
1	2025	Oct 8-10	Women Offshore Conference	Houston TX	✓	✓
2	2026	Feb 7-10	Women on the Water	Baltimore MD	✓	✓
3	2026	Mar 13-14	Women in Maritime Leadership	Vallejo CA	✓	✓
4						
5						

Pilot Training and Licensing

Number of Licensed Pilots

Puget Sound District
KPI target: authorized number
of pilots (currently 60)



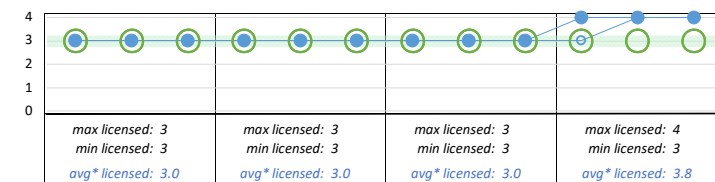
KPI Target = authorized number of pilots (60)

Minimum this month

Maximum this month

KPI Target Met

Grays Harbor District
KPI target: authorized number
of pilots (currently 3)



KPI Target = authorized number of pilots (3)

Minimum this month

Maximum this month

KPI Target Met

July 2026 Board of Pilotage Commissioners Meeting
NWSA report notes

May numbers

- Total TEU volumes **decreased 5.1%** for the month and are **down 14.0%** YTD.
- Intermodal lifts **decreased 7.0%** for the month and are **down 16.9%** YTD.
- Auto units **decreased 18.1%** for the month and are **down 13.3%** YTD.
- Total breakbulk tonnage **increased 3.1%** for the month and are **up 18.4%** YTD.

General

- 15 ad-hoc calls anticipated so far through July – compared to 25 through July 2025.
- 65 void calls anticipated so far through Sept – compared to 84 through Sept 2025.

Service and Operations Notes

Non-Container Business

Autos

NWSA Auto volumes surged in June. It was the second highest month in the past 8 years as OEMs frontloaded inventory in advance of tariffs and US auto sales increased. Ocean carriers are expressing the need for use of T46 through the summer due to continued congestion in Vancouver, Canada and strong volumes arriving in the gateway Terminal 46 continues to remain a popular offload and storage location for Canadian automobile imports due to congestion issues in Vancouver, BC.

Container Terminals

General (as of July 7)

T5

- MSC's CLX: No voids through September, generally good on time performance
- MSC's Chinook: No voids through September, but on time performance still poor; 6 of next 11 vessels all >10K TEU, compared to only 3 of last 11
- MSC's Ad Hoc (Orient): At least 3 ad hoc vessels starting this week, then every other week

T18

- Swire Shipping's Westwood Service: No voids through September, great on time performance
- ANL/Hapag/Maersk's PCX/WSN(PNW)/PANZ: Normal – on time but structural voids
- CMA's Columbus PNW: No voids scheduled through September! (compared to 9 already YTD); last couple ships made double SEA call (SHA-SEA-VAN-SEA)
- SM Line's PNS: No voids through September, proforma ETA change from FRI 2100 to WED 0600 effective ETA 29-July
- OOCL's PNW1: Ongoing voids pattern continues, but on time performance is averaging within 24 hours proforma
- COSCO's CPV: Despite previous pattern, only 1 void in July, 1 in August, 0 in September

PCT

- Evergreen's TPN: 1 void in August, otherwise decent on time performance and maintaining FPOC TIW

Husky

- Premier's FP2: No voids through September; on time performance still running up to 2 days late
- Gemini's WC4/TP5: No voids through September, proforma ETA changed from SUN 1800 to TUE 0800 effective ATA 23-June position

WUT

- Premier's PN1: 1 void in August, on time performance still running up to 2 days late
- Premier's PN3: 2 voids through August, proforma ETA change from FRI 1100 to SAT 0600 effective ETA 11-July

Other notes

VOIDS (as of 7-July)

So far, 19 fewer voids through September than in 2025.

Port Month	2022	2023	2024	2025	2026
January	35	24	6	8	11
February	36	26	7	7	9
March	37	26	14	18	13
April	29	17	4	10	6
May	26	19	5	9	8
June	33	17	7	11	6
July	28	17	4	7	5
August	30	22	3	6	4
September	43	12	12	8	3
October	36	10	8	5	0
November	21	8	9	9	0
December	32	10	13	9	0
Grand Total	386	208	92	107	65

AD HOCS

Port Month	2022	2023	2024	2025	2026
January	4	2	3	9	4
February	5	0	0	5	5
March	7	2	3	8	2
April	6	3	2	2	0
May	6	3	5	6	1
June	6	2	7	1	1
July	4	3	0	4	2
August	4	3	1	4	0
September	4	8	5	3	0
October	2	2	1	3	0
November	3	1	3	6	0
December	2	4	6	4	0
Grand Total	53	33	36	55	15

PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

Jun-2026

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:	739	Cancellations:	12		
Total ship moves:	727	Cont'r:	141	Tanker:	242
				Genl/Bulk:	104
				Other:	240
Assignments delayed due to unavailable rested pilot:	10	Total delay time:	17.75	hours	
Assignments delayed for efficiency reasons:	15	Total delay time:	30.75	hours	
Billable delays by customers:	62	Total delay time:	179	hours	
Order time changes by customers:	163				
2 pilot jobs:	27	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS		
Day of week & date of highest number of assignments:	Thursday 6/11/26			32	
Day of week & date of lowest number of assignments:	Thursday 6/18/26, Sunday 6/28/26			19	
Total number of pilot repositions:	108	Upgrade trips	15	YTD	81
3 consecutive night assignments:	38	YTD	205		

Callback Days/Comp Days

	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2334	96	66		2364
Unlicensed	172			10	162
Total	2506				2526

On watch assignments 635 Call back assignments 104 CBJ ratio 14.07%

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
8-Jun	9-Jun	Seattle	PMI	Azipod Original	HOA(1on*,1off), MYE(2off), SHL(2off)
11-Jun	12-Jun	Seattle	PMI	Azipod Original	KEW(1on*,1off), MYE(2off), WOH(1on*,1off)
17-Jun	18-Jun	Seattle	PMI	LCV Training	BOS(2off), BOU(1on*, 1off), EKE(1on*,1off), MIE(2on*)
1-Jun	30-Jun			Upgrade Assignments On Duty	SCS*
1-Jun	30-Jun			Upgrade Assignments Off Duty	BOS(2off), EKE(3off), GAR, MIJ(2off), MOO(2off), SCS, STU(2off), MIE
					* On Watch Off Watch ** paired to assign.
					8 27

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
4-Jun	4-Jun	Seattle	PSP	President	GRK*
5-Jun	5-Jun	Seattle	PSP	President	HAM*
11-Jun	11-Jun	Seattle	PSP	Administrative, Office	HAM**
13-Jun	13-Jun	Tacoma	PSP	Outreach	ANT*
16-Jun	16-Jun	Seattle	PSP	BOD Agenda	GRK, HAM*
17-Jun	17-Jun	Seattle	BPC	TEC	BOZ
17-Jun	17-Jun	Seattle	BPC	TEC, BPC Prep	ANT*, KNU
17-Jun	17-Jun	Seattle	PSP, BPC	Onboarding, BPC Prep	HAM*

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees			
18-Jun	18-Jun	Seattle	BPC	BPC	ANT*, HAM*			
18-Jun	18-Jun	Seattle	BPC	BPC, DEI	KNU			
19-Jun	19-Jun	Tacoma	PSP	Pilot Boat	COR, MAN*, ROU, SEM			
23-Jun	23-Jun	Seattle	PSP	BOD	BOS, GRK*, HAM*, KEP, MCG, MIL			
25-Jun	25-Jun	Seattle	BPC	BPC, PAAC Prep, Advisory	HAM*, KNU, MCG			
26-Jun	26-Jun	Seattle	PSP	ORCA Quiet Sound	KAL			
					* On Watch	Off Watch	** paired to assign.	
					10	14	1	
Safety/Regulatory								
Outreach								
Administrative								
C. Other (i.e. injury, not-fit-for-duty status, COVID risk								
Start Dt	End Dt	REASON	PILOT					
1-Jun	30-Jun	NFFD	VON					
1-Jun	30-Jun	NFFD	THG					
Trailing 24 months revenue assignments 14,391								
Call back job ratio during the last 24 months (July 2024-June 2026) 9.80%								



Puget Sound Pilots report for the WA State BPC regarding commercial diving protocols throughout Puget Sound.

The following responses were sent to the Puget Sound Pilots in response to the WA State BPC's request asking about policies and/or procedures related to notifying affiliated interests when commercial diving operations are taking place in the vicinity of ship operations. We have compiled the responses below from the parties who answered our e-mail and phone call requests.

Note: everyone who replied below stated that they are available for further questions and are standing by if anyone from the WA State BPC would like more details.

PSP reached out to the following entities: U.S. Coast Guard, NWSA, Ports of Seattle, Tacoma, Everett, and Port Angeles, and Global Diving.

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From: OPs Pilot <opsilot@pspilots.org>

Sent: Thursday, June 25, 2026 9:50 AM

Subject: Diving Operations

We are looking for information concerning dive operations at any of your commercial facilities where vessels normally dock. Please provide the following at your earliest convenience.

1. Do commercial dive operators have procedures submitted to your organization in advance of entering the water at your facilities?
2. Do the dive companies have any permits issued to perform in-water operations?
3. Who do the dive companies notify when divers are active and how do they do that?
4. When diving operations are scheduled to take place, is it possible to notify Puget Sound pilots?
5. If the divers have procedures in place, etc. Please provide a copy to Puget Sound Pilots.
6. If your organization has procedures in place. Please provide a copy to the Puget Sound Pilots.

Thank you,

Ops Pilot: 206-713-6805

Puget Sound Pilots

opsilot@pspilots.org



Response from NWSA

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From: Snyder, Keven <ksnyder@nwseaportalliance.com>

Sent: Thursday, June 25, 2026 9:27 AM

To: OPs Pilot <opspilot@pspilots.org>

Subject: RE: Diving Operations

Good morning,

All good questions. The short version is that the NWSA has no written or agreed upon procedures on diving, to my knowledge. Often, but perhaps not always, the contractor or agent for the vessel will reach out to me to ask or inform me of the need.

Seems like we should be able to pass along this information to the Ops Pilot, if we are aware of it.

We do have a contractor working on T7, above and below the deck. They are putting a diver in the water, but this does not happen every day and the hours are very inconsistent when they do. They started the underwater inspections at the south end, on 7-A, and are slowly working their way north. As of yesterday, they are almost done with berth B and starting into berth C, as they continue to the north. I expect them to be around for the rest of the summer, but I am not certain what the scope of work is for them. I am in communication with the contractor, keeping them abreast of vessel traffic at T7.

Keven Snyder

Waterway Coordinator

THE NORTHWEST SEAPORT ALLIANCE

O: 253-383-9420 | C: 253-405-0368

ksnyder@nwseaportalliance.com

www.nwseaportalliance.com



Response for Port of Port Angeles

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June 26 2026

You may want to reach out to some of the dive companies in the area, we have nothing to offer on your questions below.

Cheers,

Marty Marchant

Marine Trades Manager

338 West First Street #301

Port Angeles, WA 98362

360.417.3436 direct

360.808.7571 cell

mmarchant@portofpa.com

www.portofpa.com



Communications with the Port may be subject to public disclosure (see WA Public Records Act, Ch. 42.56 RCW)



Response from Port of Everett

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Tuesday 30 June 2026

Great to chat with you this morning!

For the Marina side of things, we don't allow diving within the Marina, except for zinc or prop replacement. You can find this information on page 10 of our Marina Rules & Regulations, found here:

<https://cms9files.revize.com/everett/Marina%20RR%20-%20Revision%2001.1.26.pdf?t=202602181621020&t=202602181621020>

I'll let the Seaport team chime in on their procedures at the Seaport.

Thanks,

KATE ANDERSON

Marina Manager

katea@portofeverett.com

O: 425.388.0623 | C: 425.404.0835



Response from Global Diving

++++++

Tuesday 30 June 2026

After speaking with my team, we would prefer not to send out our MSDP. I have answered your questions below.

"Permitting" is not generally required as far as I know, that is more specific to certain tasks for salvage or environmental scopes.

We generally work directly with the vessels we are working on. If we are in a Port, then we will communicate with Port Ops or call into USCG for a slow bell or let them know we have divers working.

Are there specific areas you would like to be notified in? Typically, the vessel will be in touch with Pilots or Crew Boats when we are working.

Please do not hesitate to reach out with any questions.

Regards,

Daniel Karl
Dive Operations Manager
Global Diving & Salvage, Inc.
3840 W Marginal Way SW
Seattle, WA 98106
206.623.0621 Office
800.441.3483 24hr Line
dkarl@gdiving.com | www.gdiving.com



Response from Port of Seattle

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Tuesday 30 June 2026

Thanks for the call earlier. I will respond inline

Do dive operators have procedures submitted in advance in order to obtain a permit from the Port? The Port does not issue permits for divers.

Who do the commercial dive operators notify when divers are in the water? It is the Port's customers and contractors, not the Port itself that hires divers. We require our customers/contractors to notify us with timing and location information when any divers are planned to be in the water. We then communicate this information to any vessels at berths in the vicinity as well as the Port's marine maintenance department and any contractors doing work in the area.

When diving operations take place, would it be possible to notify the Puget Sound pilots? Yes, we will add opsilot@pspilots.org to the distribution list for notifications for divers in the water.

If dive operators have submitted procedures to the NWSPA would it be possible for us to obtain a copy to pass on to the WA State Board of Pilotage Commissioners? Although partners with Port of Seattle, the NWSA is its own entity, and I do not know what they or their terminal operators require for dive operations. I recommend reaching out to Keven Snyder ksnyder@nwseaportalliance.com for more information.

Thank you for including the report so I can better discuss the situation with the vessel manager.

Best regards,

Eric Soderlund (he/him)

Maritime Operations Manager – Terminal 91

Desk: (206) 787-6741

Mobile: (206) 605-8152

Maritime Operations 24/7 coverage: 206.787.3751

All e-mail communications with the Port of Seattle are subject to disclosure under the Public Records Act and should be presumed to be public.

**In conclusion:**

There is no standard procedure for Dive Operations that encompasses the Puget Sound region. However, there are protocols in place to accomplish safe dive operations within the ports of our district. Those protocols vary depending on the location, company, and port facility where the dive operation is to take place. PSP trusts that our waterfront partners are following best practices for their industry and continues to work closely with them. Additionally, Puget Sound Pilots will continue to provide professional knowledge and awareness in their assessment of the movement of vessels including known or potential activities that may take place along the route.

Ops Pilot: 206-713-6805

Puget Sound Pilots

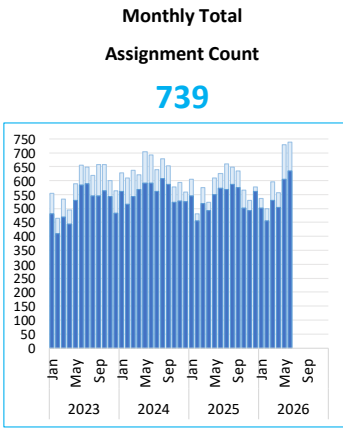
opspilot@pspilots.org

Puget Sound District
Activity Report Dashboard
2026 June

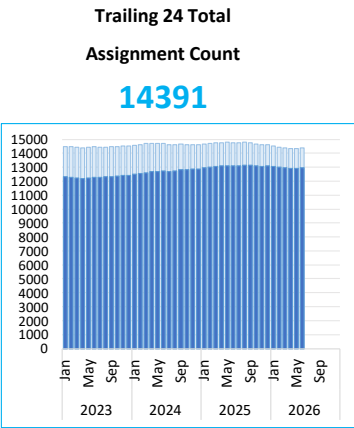
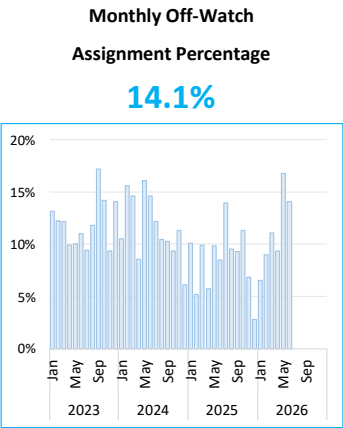
PS District
Trainees
9

Licensed Pilots
Including President
59

With June licensure of Capt Boullion,
number of licensed pilots increased to 59.



635 On-Watch (dk blue), 104 Off-Watch (lt blue)



12981 On-Watch (dk blue), 1410 Off-Watch (lt blue)

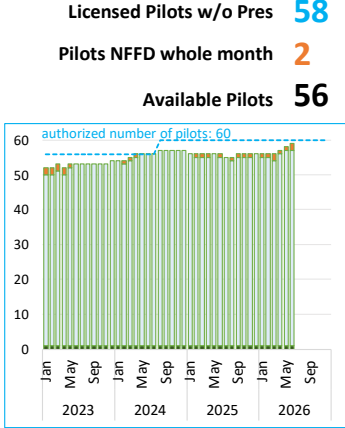
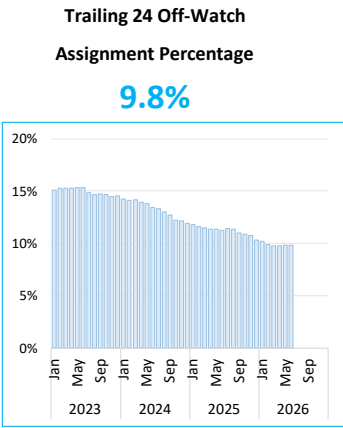
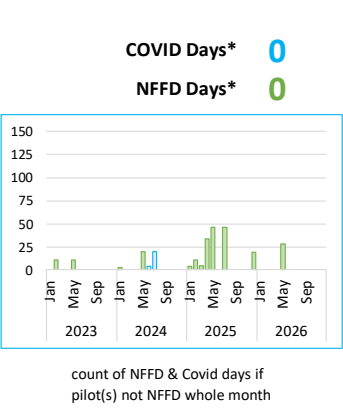
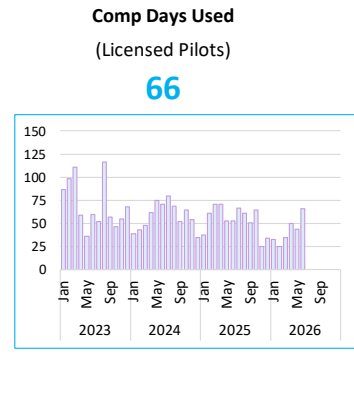
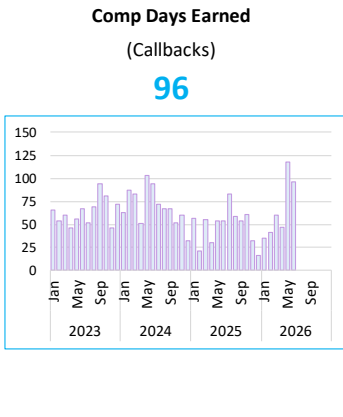
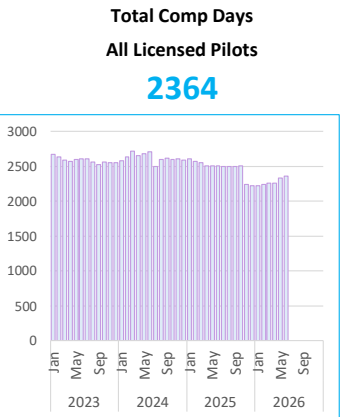
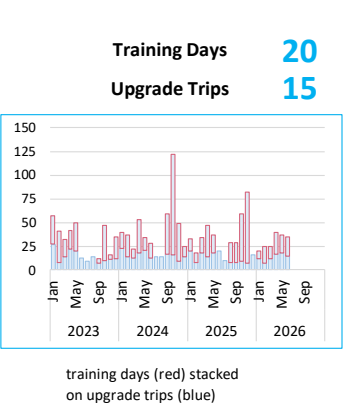


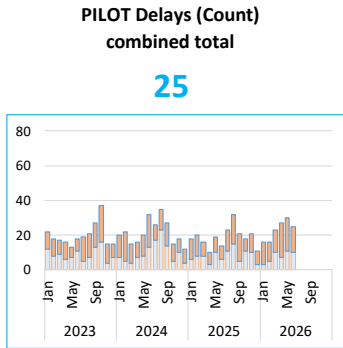
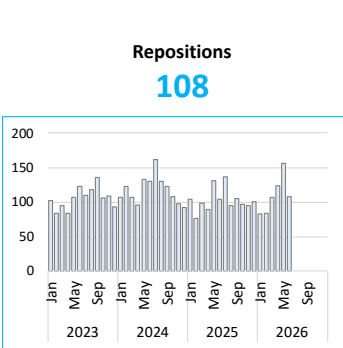
chart also includes president (1 pilot)



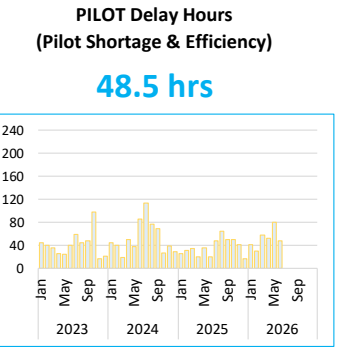
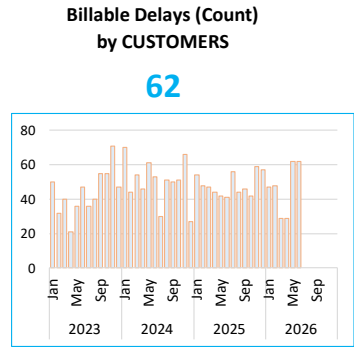
count of NFFD & Covid days if
pilot(s) not NFFD whole month



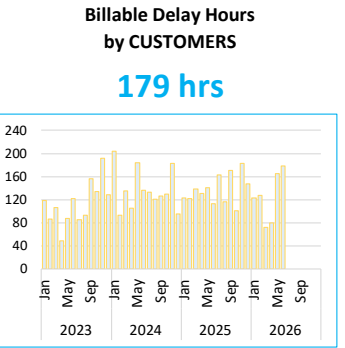
training days (red) stacked
on upgrade trips (blue)



efficiency delay counts stacked on
pilot shortage delay counts



total pilot delay hours (not separated into
efficiency & pilot shortage components)



Port of Grays Harbor

Pilotage Report

July 16, 2026

Pilotage Activity

There were a total of 9 arrivals in June (5 dry bulkers, 1 liquid bulker and 3 RoRo's). This equated to 20 jobs. For comparison last year, there were 8 arrivals for a total of 21 jobs in June.

Year to date through June there have been 64 arrivals for a total of 175 jobs. This compares to last year where we had 55 arrivals for a total of 142 jobs for the same period.

The early July schedule showed 8 arrivals: 5 dry bulkers, 2 liquid bulker and 2 RoRo's. This is a pretty good month considering our grain loading facility will be down for maintenance for 2 weeks in July. However, we are typically able to load vessels around their work.

Terminal Maintenance Dredging

Scheduled a pre-dredge meeting and workplans have been sent to all required agencies. The pre-dredge meeting is scheduled for Monday, July 13. The Port is coordinating with American to complete pre-dredge surveys to minimize impacts with vessel calls. The Site Use Authorization has been sent to DNR for utilizing the Point Chehalis disposal site. Mobilization is set for July 16 at 0500 at Terminal 2.



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

2901 Third Avenue, Suite 400 | Seattle, Washington 98121 (206) 515-3904 | <https://pilotage.wa.gov>

BPC Pilotage Act Advisory Committee (PAAC)

Meeting Minutes

April 22, 2026

1000 – 1200

Attendees: Sheri Tonn (PAAC Chair/BPC), Jaimie Bever (Staff/BPC), Andrew Drennen (Industry/BPC), Severin Knutsen (Pilot/BPC), Jason Hamilton (Public/BPC), Travis McGrath (Pilot/Puget Sound Pilots), Matt Hannuksela (Pilot Alternate/Puget Sound Pilots), Clyde Halstead (Tribal/Swinomish), Lovel Pratt (Environment/Friends of the San Juans), Fred Felleman (Environment Alternate/Friends of the Earth), Clay Diamond (Pilotage Expert/American Pilots Association), Brendan O'Shea (Pilotage Expert Alternate/American Pilots Association), Antonio Machado (Oil Industry/WSPA), John Wilson (Advisor/Pacific Pilotage Authority), Robin Stewart (Advisor/B.C. Coast Pilots), Natalie Lowell (Tribal/Makah Tribe)

1. 2/11 Meeting Minutes and Updates

Jason Hamilton (Public/BPC) made a motion to accept the minutes from February 11, 2026. It was seconded by Andrew Drennen (Industry/BPC) and passed unanimously by the group.

Lovel Pratt (Environment/Friends of the San Juans) followed up on a request for a comparison chart of pilotage requirements in WA vs. B.C. She thought that would be a helpful resource while working through the pros and cons list. Andrew wondered if, for the purposes of this group, they should focus on tankers through specific waterways on both sides of the border that are required to take pilots. John Wilson (Advisor/Pacific Pilotage Authority) clarified that requirements for pilotage in Canada are that any foreign flag vessel over 350 tons and any tankers regardless of size will require a pilot. He added that any tanker with 6,000 tons or more of liquid cargo is required to have a tug escort as well. The Seaspan LNG bunker vessels, due to size, will not be tethered and will have 1 pilot on board. Travis McGrath (Pilot/Puget Sound Pilots) clarified that PSP does not put 2 pilots on tethered tankers the way Canada does, unless it was a matter of hours on the bridge.

2. Pros and Cons

Chair Tonn explained that the purpose of the meeting was to review the pros and cons of RCW language identified in the previous meetings.

Option #1: Current Statutory Language

Jaimie Bever (Staff/BPC) explained that this option was the current language as codified by the legislature and will sunset in July 2027. This language reflects the 50-year practice of allowing Canadian pilots in WA waters while transiting to/from Canadian ports. A lengthy discussion followed and the agreed-upon points were recorded in the chart below.

Throughout the conversation, Canadian pilotage representatives offered to provide whatever information was requested and to come up with solutions for data sharing, assuring that everyone was on the same page. Chair Tonn pointed out that there was no past history that pointed to any regulatory oversight challenges. Lovel wanted to be sure that the lack of pilotage between Port Angeles and Victoria was noted somewhere to perhaps address at another time. Fred Felleman (Environment Alternate/Friends of the Earth) suggested that the recommendation document to the Board be a one-pager that would include the recommendation but also the items identified that were outside the scope of the language.

#	Options	Descriptions	Pros	Cons	Further Discussion/Notes	Status
1	Current Language	<i>Except as otherwise provided in RCW 88.16.070(3), any registered oil tanker of five thousand gross tons or greater, shall be required: (1) To take a Washington State licensed pilot while navigating Puget Sound and adjacent waters and shall be liable for and pay pilotage rates pursuant to RCW 88.16.035; and (2) To take a licensed pilot while navigating the Columbia River - This would allow Canadian Pilots to transit in Washington waters while going to/from Canadian ports.</i>	1. This is already in statute and just needs to be affirmed with the legislature so that the sunset date of July 1, 2027 is removed and it is permanently codified. 2. Past history does not point to a regulatory oversight challenge 3. Canadian tankers in the Strait have tethered tugs and 2 pilots - robust regime - escorted tugs beyond when pilots disembark 4. No MOU for when multiple pilots are onboard, and logistical hurdles to getting pilots on/off the vessels.	1. Surrendering regulatory oversight/authority to Canada - MSOs, Near Misses, visibility 2. Tribal fisheries - need a mechanism for informing Canadian pilots and incentive/discipline	Consider mechanisms for shared info from Canada - how info can be utilized Noted: Does not address pilotage between PA and Victoria Recommend the Board explore the waiver option? Transboundary Standards of Care? VTS and CVTS collaboration?	The Committee is leaning toward keeping this language but wants to explore the waiver idea as a part of due diligence before a final vote.

Option #2: Exemption for Canadian Pilots (blanket or individual)

This option was first introduced by Fred Felleman. It would be an explicit waiver extension for Canadian pilots, allowing Washington State's sovereign authority to be maintained into the future. This would be a similar process to the BPC's current program for exempting qualifying foreign flagged vessels but modeled after Canada's process for waiving vessels carrying oil going from WA waters to Alaska through Canadian waters. Chair Tonn expressed concern regarding the term "exemption", as the current process covers vessels, not people.

After much discussion, the committee decided to ask Fred to present more in depth information regarding his waiver system proposal at the next PAAC meeting in June.

Option #3: Require a WA State Pilot on Loaded Tankers Only

#	Options	Descriptions	Pros	Cons	Further Discussion/Notes	Status
2	Exemption for Canadian Pilots (general or individual)	<i>This would be a process of granting pilotage exemptions to Canadian pilots for tankers in Haro Strait, Boundary Pass, and Strait of Georgia South. A waiver of the BC Coast Pilots in general, not individual pilots</i>	1. Explicit expression of authority 2. BPC already issues exemptions 3. Waiver could be revoked if not complied with (assuming a process of continual review)	1. Legislative intent of the Pilotage Act provides limited exemptions for certain classes of vessels, and that it is not the intent of the Legislature that such exemptions shall be a precedent for future exemptions of other classes of vessels 2. Would require a new statute and process, and new definitions 3. Heavy workload 4. Difficult to enforce 5. Creates difficulty for compulsory pilotage	Question of authority in these waterways, federally Concern about the word exemption - it is for vessels not people (perhaps the word waiver?) Ask Fred to investigate and present back about this option of a waiver Look at ATB waivers en route to Alaska (CA pilotage act is very specific in terms/definitions) Transboundary Standards of Care? VTS and CVTS collaboration?	The Committee would like to explore this option further in the June meeting and have requested that Fred, who originally suggested this option, provide a presentation for the June meeting further exploring his suggestion.

Travis suggested exploring the idea of requiring Washington pilots on tankers to and from Canadian ports, only if they are laden as those are the vessels that present the greatest risk.

He acknowledged however that there were significant challenges to this option, creating different pilotage requirements for vessels in different states of loaded or in ballast.

Lovel inquired about the coordination between Puget Sound and Canadian Vessel Traffic Services and whether standards of care regarding information sharing between the two entities could be developed. Andrew made sure to point out that the conversation was not a result of concern over the pilotage being conducted by B.C. Coast Pilots. It was more of a discussion regarding sharing information regarding near misses, incidents, etc.

Clyde Halstead (Tribal/Swinomish) suggested that he and Robin Stewart (Advisor/B.C. Coast Pilots) coordinate offline to discuss concerns surrounding Tribal fisheries in Washington state Tribes.

Option #4: Revert to the Original Language

#	Options	Descriptions	Pros	Cons	Further Discussion/Notes	Status
3	Require WA State Pilots on Loaded Tankers Only	<i>Look closely at exemption and oil transportation RCWs to inform requiring a WA licensed pilot only on loaded tankers.</i>	1. Loaded tankers present the greatest risk 2. Loaded tankers are mainly outbound and could stay in CA waters	1. Getting pilots on/off vessels 2. Escort status 3. VERY COMPLICATED 4. Could encourage vessels staying solely in CA waters, closer to Kelp Reef	What are the actual concerns that could be addressed as opposed to putting more pilots onboard? Transboundary Standards of Care? VTS and CVTS collaboration? No technical concerns, just regulatory/process Cross boarder approach to sharing tribal fisheries information between tribes and BC Coast Pilots	Committee voted not to pursue this option. Lovel - qualified vote - eliminate if we can keep #2

Travis suggested that this option was the opposite of the first option and that the pros and cons would be inverted versions of option one pros and cons. The committee decided to eliminate this option for the reasons listed below.

3. Wrap Up

Chair Tonn felt comfortable that the committee had identified the various issues and that

#	Options	Descriptions	Pros	Cons	Further Discussion/Notes	Status
4	Original Language	<i>Notwithstanding the provisions of RCW 88.16.070(3), any registered oil tanker of five thousand gross tons or greater, shall be required: (1) To take a Washington State licensed pilot while navigating Puget Sound and adjacent waters and shall be liable for and pay pilotage rates pursuant to RCW 88.16.035; and (2) To take a licensed pilot while navigating the Columbia River - This would require a WA State pilot onboard transits that cross into WA waters to/from Canadian ports.</i>	1. Maintain regulatory oversight/authority - visibility over MSOs, Near Misses 2. Existing and growing tribal coordination with pilots remains intact	1. Leg revision identified the issue and they believe it fixed the problem 2. Getting pilots on/off vessels 3. Escort status 4. VERY COMPLICATED 5. Could encourage vessels staying solely in CA waters, closer to Kelp Reef	Make sure Legislature doesn't put this language back in place after the sunset	Committee voted not to pursue this option.

the existing language seemed to make good sense. She added that if they decided to recommend some kind of waiver, it would be a heavy lift and require much more research. Jaimie reminded the group that there was not enough time to conduct the required research before submitting agency request legislation, which is due from the Board to OFM in early September. Lovel suggested one more meeting of the OTSC to consider Fred's waiver recommendation before taking a final vote on the recommendation to the Board. She also recommended that the final vote be listed on the agenda after the review of Fred's

waiver proposal.

4. **Adjourn**

Chair Tonn adjourned the meeting at 1145.



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

2901 Third Avenue, Suite 500 | Seattle, Washington 98121 | (206) 515-3904 | www.pilotage.wa.gov

Meeting Minutes – Pilot Safety Committee (PSC)

April 7, 2026 at 1:30pm

Attendees: Andrew Drennen (BPC), Kevin Riddle (PSP), Ryan Leo (PGH), Scott Anacker (PSP), Ivan Carlson (PSP), Scott Brewen (PSP), Eleanor Kirtley (BPC), Jason Hamilton (BPC); Mike Moore (PMSA), Bettina Maki (BPC)

Regrets: Sheri Tonn (BPC), Jaimie Bever (BPC)

1. Review of Minutes of previous meeting on December 3, 2025.

The minutes were approved with no corrections needed.

2. Rest Rule Exceptions

During 2025 Q4 in Grays Harbor there were no rest exceptions. Data for 2026 Q1 was not yet available.

During 2025 Q4 in Puget Sound there were no exceptions to the 10 hour rest rule but there were five (5) exceptions to the 13 hour rest rule.

During 2026 Q1 in Puget Sound there were no rest exceptions of any kind.

3. Noncompliant Pilot Transfer Arrangements

Pilots' reports of noncompliant transfer arrangements from the 4th quarter of 2025 and 1st quarter of 2026 were reviewed, a total of 47 reports. Andrew Drennen noted that several reports described issues with transfer arrangements that were observed by the pilot before proceeding to board the vessel and there was discussion of whether pilots will consider not boarding these vessels, and if refusal to board might improve compliance.

There were also several reports of ladders secured to handrails etc., instead of being secured to deck strong points, ladders in poor condition needing replacement, missing stanchions, and many reports of incorrectly rigged retrieval lines.

4. Ladder certificate request letters

In an effort to promote maintaining ladders in good condition, PSP is considering tracking ladder certificates as is being done in some other pilotage districts. There is some concern that this would be a labor intensive process with undetermined benefit. Scott Anacker noted that new ladders stored incorrectly can be in worse condition than older ladders that are properly maintained. It was agreed to revisit the topic at the next meeting, including possible alternatives to a system of tracking ladder certificates.

5. Board action needed to assign new co-chair

Kevin Riddle has attended several PSC meetings and is willing to serve as a co-chair of the committee. Committee members are in support of him taking on this role. At the April BPC meeting there will be a request for board action to formally assign Capt. Riddle as co-chair of the committee.

6. Adjournment & Next Steps

The committee agreed to schedule the next meeting in July. Attendees checked their calendars in real time and decided the next meeting would be on Tuesday July 14 at 1:30pm for 1 hour.

The meeting was adjourned at 2:30pm.

QUIET SOUND

A Program of Maritime Blue

Board of Pilotage
Commissioners
July 16, 2026



www.quietsound.org

Expertise From a Broad Coalition

Leadership Committee



ORCAS Advisory Group

AltaGas | ALA Energy, American Waterways Operations, Cruise Lines International Association, ECHO Program, Foss, King County Water Taxi, Kitsap Transit, Marine Mammal Commission, NOAA, Ocean Wise, Oceans Initiative, Orca Behavior Institute, Orca Conservancy, Orca Network, Orcasound, **Puget Sound Pilots**, Skagit County Ferry, US Navy, Washington Department of Fish and Wildlife, Whale Museum.

Admiralty Inlet Voluntary Slowdown

**Recommended target speeds (STW),
when safe and feasible:**

- **14.5 knots:** vehicle carriers, cruise, containers
- **11 knots:** bulkers, tankers, general cargo

Dates: Responsive to whale presence

- September through January

We measure: Participation, speed reduction, underwater noise, whale presence



Recognizing Partners

- Communicating parameters to ship owners/operators
- Measuring participation
- Assessing underwater noise reduction
- Collating orca presence



Ships slow, and reduce underwater noise

	2022-2023	2023-2024	2024-2025	2025-26
Transits that reduced speed (Pilot-reported)	70% 469 out of 670	71% 562 out of 795	66% 571 of 860	64% 677 out of 1064
Transits that met speed targets (STW-validated)	53% 351 out of 662	59% 499 out of 843	56% 485 out of 868	56% 595 out of 1067
Slowdown period	81 days	92 days	98 days	119 days
SRKW presence	36 days	20 days	57 days	34 days

- Compared to 2019, pre-Quiet Sound, in 2025-26 we achieved a:
 - 40% reduction in overall underwater noise
 - 40-44% reduction in frequencies used by orcas for communication and echolocation

Participation by vessel class across slowdown seasons (STW-validated)

Season	Bulker	Car carrier	Container	General cargo	Passenger	Tanker	Total
2022-23	58% 74 of 128	45% 61 of 135	58% 198 of 339	21% 8 of 38	67% 6 of 9	31% 4 of 13	53% 351 of 662
2023-24	53% 70 of 133	51% 105 of 206	67% 272 of 405	37% 17 of 46	84% 27 of 32	38% 8 of 21	59% 499 of 843
2024-25	55% 77 of 141	47% 81 of 172	59% 262 of 444	37% 19 of 52	86% 37 of 43	56% 9 of 16	56% 485 of 868
2025-26	54% 91 of 167	42% 88 of 209	61% 299 of 492	47% 29 of 62	68% 79 of 116	43% 9 of 21	56% 595 of 1067

New State Goal for Participation



The Puget Sound
Partnership 2026-2030
Action Agenda for Puget
Sound was adopted in
June 2026.

Program Measure: Percent of piloted ships that attempt to slow down to recommended speed levels during the fall season in the central Puget Sound slowdown zone

Target: 70 percent of piloted ships attempt to slow down between the 2026-27 and 2029-30 slowdown seasons

QUIET SOUND

A Program of Maritime Blue

Contact: Rachel Aronson
Rachel@maritimeblue.org



www.quietsound.org