

MEETING MINUTES
STATE OF WASHINGTON ~ BOARD OF PILOTAGE COMMISSIONERS
January 15, 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 Orca Conference Room, 2901 Third Avenue, Seattle, WA and online via Microsoft Teams.

Present In person:

Chair: Sheri Tonn

Vice Chair: Eleanor Kirtley (Marine Environment)

Commissioners: Mike Anthony (Pilot), Severin Knutsen (Pilot), Jason Hamilton (Public)

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Puget Sound Pilots: Ivan Carlson

Marine Exchange of Puget Sound: Patrick Gallagher

Clipper Navigation: Jason Mihok

Present via Teams:

Commissioners: Tim Farrell (Public), Tom Buroker (Ecology), Lee Tyler (Foreign-Flag Shipping), Andrew Drennen (U.S.-Flag Shipping)

AAG: Albert Wang, Lauren Jaech

Port of Grays Harbor: Mike Folkers

Puget Sound Pilots: Matt Hannuksela, Scott Brewen, Travis McGrath, Mike Mancini

USCG: LCDR Anthony Pinto

Pacific Merchant Shipping Association: Mike Moore, Jordan Royer

The Northwest Seaport Alliance: Lindsay Wolpa

BPC Oil Transportation Safety Committee: Fred Felleman

Public: Ann LaRue, Calvin Rogers, John Harris

BPC Staff Report.

- BPC Executive Director Jaimie Bever reported that the BPC's 2026 supplemental budget request and decision package was approved by OFM and is now working its way through the legislative process. She will work with legislative staff to address any questions.
- BPC Program Analyst Bettina Maki has joined the Transportation Economic Revenue Forecast Commission process to assure that revenue projections for the BPC are reported accurately to the legislature.
- The Board took a moment to acknowledge the 97th birthday of Dr. Martin Luther King, Jr.

BPC Chair Report.

- BPC Chair Sheri Tonn, on behalf of the Board, sent a letter to Puget Sound Pilots requiring azipod training for all levels of pilots due to a new service of small LNG bunker vessels bunkering cruise ships in Seattle.
- The BPC submitted a letter to the Utilities and Transportation Commission regarding Puget Sound Pilots tariff revision filing. The letter describes the Board's process for setting the target assignment level (TAL) and number of pilots.

Activity Reports. Captain Mike Moore representing Pacific Merchant Shipping Association (PMSA), Lindsay Wolpa representing The Northwest Seaport Alliance (NWSA), Captain Ivan Carlson representing Puget Sound Pilots (PSP), Mike Folkers representing the Port of Grays Harbor (PGH), and LCDR Anthony Pinto representing United State Coast Guard (USCG), offered current and projected statistical data as well as updates on current maritime issues and activities.

BPC Program Analyst Bettina Maki provided the monthly dashboard and was available for questions on any of the data provided.

Chair Tonn took a moment to recognize the death of a pilot in St. Andrews Bay, Florida. Captain Phillip Brady went into the water during a pilot transfer and was unable to be revived. The Board sends condolences to his family, friends, and colleagues. The BPC's Pilot Safety Committee (PSC) is monitoring the investigation and will continue to report on issues with pilot transfers.

NEW BUSINESS

Marine Exchange of Puget Sound: Presentation. Marine Exchange Executive Director Patrick Gallagher presented on the Marine Exchange and Puget Sound Harbor Safety Committee. His presentation is available on the BPC website at <https://pilotage.wa.gov/meetings>.

Pilots Report of Incident – PACIFIC CHAMP

The Board reviewed the BPC Investigation Report for this incident and Commissioner Anthony described the October 29, 2025 incident. The pilot boarded the vessel at anchor off Westport and got underway at 0442. The vessel was pointed westbound, with a vessel anchored to the southwest. The pilot proceeded with a frequently used route to maneuver around the other vessel. About 12 minutes later the bow went soft aground. The vessel was eventually moored at the Port. A few days later a diver investigated the bottom. They found a small amount of mud but no damage. The vessel sailed out a couple days later.

A re-survey by the Corps of Engineers revealed that due to prior storms, approximately 60 feet of water was lost and replaced by a mound of mud. Because the route is outside the navigational channel, it will not be dredged by the Corps. Grays Harbor pilot Captain Ryan Leo added that there has been major shifting of the seabed. The Port has been in communication with the Corps and NOAA. There are no federally designated anchorages within the Grays Harbor Pilotage District. The Port has started the process to get federal designations, which is expected to take two years. NOAA will be sending an emergency vessel to do a new survey inside and outside of the channel.

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

Pilots Report of Incident – YM NAVIGATOR

Commissioner Anthony explained that the bulker *YM NAVIGATOR* was inbound from Port Angeles to anchor in Seattle. After the pilot boarded, he was walking across the no-skid surfaced deck and slipped and fell on his right side. He continued with the master/pilot exchange and got underway. He then noticed his hand was swelling. The best action was for him to keep going as he didn't think he could disembark via a pilot ladder. He anchored the vessel safely at its destination and disembarked via the gangway. A later x-ray revealed a fractured wrist.

Motion: Farrell/Anthony – file as an incident with injury and no pilot error.

Pilot's Report of Marine Safety Occurrence: TERMINAL CRANES, 11/09/2025

Terminal 4 Tacoma	Upon entering the Blair Waterway, the pilot noted that 1 of the 5 cranes was in the incorrect position. Pilot spoke to crane supervisor and was assured of crane clearance but after making way towards dock realized that supervisor used incorrect measurements and the vessel would not clear crane. Pilot had excellent environmental conditions and tugs, and was able to secure vessel at dock. After docking pilot called operations and left a message asking for a call back which he never received.	<u>Motion:</u> Anthony/Knutson – File as a Marine Safety Occurrence and refer to Terminal Operators Workgroup – Carried.
----------------------	--	--

Pilot's Report of Marine Safety Occurrence: TERMINAL CRANES, 11/16/2025

Terminal 4 Tacoma	On arrival to the Blair Waterway, the pilot noted that the cranes were in an incorrect position. Terminal operations were still on site and were able to move the cranes directly. The pilot was then able to dock alongside without issue.	<u>Motion:</u> Anthony/Hamilton – File as a Marine Safety Occurrence and refer to Terminal Operators Workgroup – Carried.
----------------------	---	---

Pilot's Report of Marine Safety Occurrence: MATSON KODIAK, 11/14/2025

Underway from the West Sitcum Dock, Tacoma	Upon pilot request to full sea speed, pilot received call from the chief engineer that the engine needed to be shut down. Pilot made the decision to go to anchor for engine repairs and began to make plans for that. Upon further inspection, the chief engineer determined that the engine did not need to be shut down and never lost power as the issue had resolved. The vessel continued without incident to the Pilot Station.	<u>Motion:</u> Knutson/Farrell – File as a Marine Safety Occurrence and add to Matson list – Carried.
--	--	---

Pilot’s Report of Marine Safety Occurrence: *PINE ARROW, 12/02/2025*

Budd Inlet, Olympia	Upon letting go of tug lines, pilot received call from the chief engineer that the engine needed to be shut down due to loss of lubrication. Pilot was advised that the vessel would be under COTP order for repairs and proceeded to anchor without incident.	<u>Motion:</u> Hamilton/Anthony – File as a Marine Safety Occurrence – Carried.
---------------------	--	---

Pilot’s Report of Marine Safety Occurrence: *MIDNIGHT SUN, 01/02/2026*

Underway in Commencement Bay, Tacoma	On approach to the Blair Waterway, after the tugs had been made fast, <i>Midnight Sun</i> lost propulsion. Propulsion was restored shortly thereafter and the pilot was able to dock at TOTE without incident.	<u>Motion:</u> Hamilton/Knutsen – File as a Marine Safety Occurrence – Carried.
--------------------------------------	--	---

Meeting Minutes.

Motion: Kirtley/Tyler – approve the November 12 Special Meeting and November 20 Regular Meeting minutes as presented – Carried.

Committee Actions.

Trainee Evaluation Committee (TEC)

- **Pilot License Upgrade Program: Captains Ekemann, Sturgell & Mancini.** TEC Chair Knutsen reported that the TEC met yesterday and reviewed the letters for Captains Ekemann, Sturgell & Mancini. Captain Knutsen himself has completed all his upgrades and will receive his 5-year lift to Unlimited on February 4, 2026. The Board congratulated him. That leaves 7 pilots in their upgrading windows currently.
Motion: Knutsen/Kirtley – approve the pilot license upgrade programs for Captains Ekemann, Sturgell & Mancini – Carried.
- There are currently 9 trainees in Puget Sound. Three of those trainees are in Training, 3 are in Evaluation, and 3 in Familiarization/Observation. Two trainees attended the TEC meeting yesterday for their 6-month check-in. There is also 1 trainee in Grays Harbor, currently in Training. All the trainees are making good progress.
- There are still 3 candidates on the 2024 exam training program waitlist. The TEC continues to see strong demand for new pilots based on the forecasted retirements. The TEC will likely recommend bringing in the last 3 candidates sometime between April and June.

Pilot Exam Committee (PEC)

- The exam team has been focused on item writing and review, getting the Knowledge Based Test (written exam) ready to go.
- Dainis and Co will be in town in early February to complete item writing and continue development of the simulator evaluation.
- The exam application review group met to review 11 applications. They found all 11 to be qualified to sit for the exam.
Motion: Knutsen/Anthony – approve the 11 applicants reviewed to sit for the Knowledge Based Test (written exam) – Carried.
- Rulemaking: WAC 363-116-083 *Written examination protest and appeal procedures* and WAC 363-116-084 *Simulator evaluation protest and appeal procedures* – A public hearing will be held for this rulemaking at the February 19, 2026 meeting of the BPC.
- Training Program Manager Jolene Hamel thanked Masters, Mates & Pilots for the half-page exam notice and write-up in their magazine.

15 MINUTE BREAK

Diversity, Equity, and Inclusion Committee (DEIC)

- The Board reviewed the proposed roster for the committee going forward. The proposed members are BPC Chair Tonn (committee chair), BPC Commissioner Kirtley, BPC Commissioner Knutsen, and Port of Grays Harbor pilot Captain Colby Grobschmit with BPC staff as support. The Board is looking for one more pilot from Puget Sound Pilots.
Motion: Hamilton/Tyler – adopt the proposed DEIC roster – Carried.
- The Board has the opportunity to sponsor and attend the Women on the Water (WOW) conference in February and the Women in Maritime Leadership (WIML) conference in March.

Chair Tonn and Jaimie Bever will be attending WOW and Commissioner Kirtley and Jolene Hamel will attend WIML.

Motion: Farrell/Hamilton – sponsor the Women on the Water conference at the \$3,000 level – Carried.

Motion: Tyler/Farrell – sponsor the Women in Maritime Leadership conference at the \$2,500 level – Carried.

- The first meeting of the new committee will be scheduled via a poll.

Exemptions from Pilotage.

Passenger Vessel VICTORIA CLIPPER V – 168', 910 gt, Cayman Island registry, various captains.

Motion: Farrell/Anthony – approve the annual exemption with no restrictions – Carried.

Pilot/Trainee Physical Examination Reports.

Motion: Hamilton/Farrell – approve the pilot physical examination reports for Captains R.W. Leo, M.D. Mancini, G.P. Thoreson, and W.M. Carley for their annual pilot license renewals – Carried.

It was noted that there is still one pilot not fit for duty.

Tug Escort Rulemaking Implementation.

The new rule regarding tug escorts went into effect on December 21, 2025. The BPC provided an open letter for distribution by Puget Sound Pilots, Pacific Merchant Shipping Association, and Marine Exchange. The BPC website contains a page for implementation which includes an FAQ section. It can be found at <https://pilotage.wa.gov/tug-escort-implementation>. The only inquiries received so far were clarifying the pre-escort conference requirements. This topic will be on the agenda for the next few meetings to provide an opportunity for public comment. A short Q&A followed.

At the February 19 BPC meeting, there will be a presentation about the 2028 rule assessment process.

Members from the rulemaking team including Chair Tonn and Jaimie Bever will attend a government-to-government consultation with the Port Gamble S'Klallam Tribe on January 22 to talk about the rulemaking and tribal concerns.

Process for Review of Authorized Number of Pilots WAC 363-116-065.

At the November 2025 Board meeting, the Board discussed the process for reviewing the number of pilots and realized that some past data and projections for the future would assist with the conversation. BPC Program Analyst Bettina Maki provided charts and graphs for the Board to continue the conversation and walked them through the various components.

Bettina explained that the first figure provides a big-picture overview outlining training timelines from the exam through licensure for the 2016, 2018, and 2021 exams. The next data point concerned the training timelines from the 2024 exam. Nine have started training and three are waiting to start. She reiterated that the end dates are estimates.

The Board then looked at data regarding active pilots' current age and age at licensure, and retired pilots' age at retirement.

After some inquiry from the Board, Bettina reiterated that when the Pilot Safety Committee proposed the Target Assignment Level of 123 in 2024, their recommendation did NOT include Not-fit-for-Duty pilots or the president. The Board, when setting the number of pilots after the TAL was adopted, had to add those considerations back in, which were included in the authorized number of 60 set by the Board in 2024. Staff also clarified that when setting the TAL, the highest number of off-watch assignments tolerated by the Board was determined to be 5%, which was six additional assignments. However, the plan was not to exceed the TAL, it was to hit the TAL. The Board also discussed different options for data timeframes.

A robust discussion followed. Bettina will provide additional data for review at the next meeting.

Committee Updates.

Oil Transportation Safety Committee (OTSC)

- The OTSC will likely come back together in 2026 to discuss voluntary mitigation measures.

Pilot Safety Committee (PSC)

- The PSC shared notes from the August meeting as well as an overview of the comp day leave balance from their discussions.

Pilotage Act Advisory Committee (PAAC)

- The next scheduled meeting on February 11.

Terminal Operations Work Group (TOWG)

- The TOWG had another excellent meeting on November 14 and have started making some headway with getting the right combination of marine terminal operators and others to join the meeting. The minutes from the meeting were shared with the Board.

Confirmation of Next Regular Meeting Dates. Chair Tonn reminded everyone that the next meeting will be February 19 and then March 19 at the newly scheduled time of 11:00am. BPC 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 none was offered by the public.

Adjourn. The meeting was adjourned by Chair Tonn at 2:20 p.m.

Respectfully submitted,

Jaimie C. Bever, Executive Director

Sheri J. Tonn, Chair

Eleanor Kirtley, Vice Chair

Commissioner Timothy J. Farrell

Commissioner Andrew Drennen

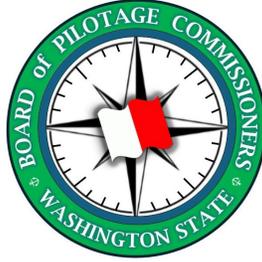
Commissioner Lee Tyler

Commissioner Severin Knutsen

Commissioner Michael Anthony

Commissioner Jason R. Hamilton

Commissioner Tom Buroker



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

**NOTICE
OF
MONTHLY
BOARD
MEETING**

**Thursday
January 15, 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 HamelJ@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

January 15, 2026

2901 3rd Avenue, Seattle, WA 98121 – 5th Floor Orca Conference Room
and

Via Teams #206.531.0324, participation code: 832235581#

[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. Pacific Merchant Shipping Association (PMSA)
 - b. The Northwest Seaport Alliance (NWSA)
 - c. Puget Sound Pilots (PSP)
 - d. Port of Grays Harbor (PGH)
 - e. U.S. Coast Guard (USCG)

NEW BUSINESS (Public comment accepted)

4. Marine Exchange of Puget Sound: Presentation from Executive Director Patrick Gallagher
5. Pilot's Report of Incident

a.	<i>PACIFIC CHAMP</i>	10/24/2024	GH
b.	<i>YM NAVIGATOR</i>	12/26/2025	PS
6. Board Action – MSOs

a.	<i>TERMINAL CRANES (T4)</i>	11/09/2025	PS
b.	<i>TERMINAL CRANES (T4)</i>	11/16/2025	PS
c.	<i>MATSON KODIAK</i>	11/14/2025	PS
d.	<i>PINE ARROW</i>	12/02/2025	PS
e.	<i>MIDNIGHT SUN</i>	01/02/2026	PS
7. Board Action – November 20 Regular Meeting Minutes & November 12 Special Meeting Minutes
8. Board Action – Committee Recommendations:
 - a. Trainee Evaluation Committee (TEC)
 - i. Board Action – Pilot License Upgrade Program: Captains Ekemann, Sturgell & Mancini
 - ii. Other Committee Updates
 - b. Pilot Exam Committee (PEC)
 - i. Board Action – WA State Marine Pilot Exam Applicants
 - ii. Rulemaking: WAC 363-116-083 *Written examination protest and appeal procedures* and WAC 363-116-084 *Simulator evaluation protest and appeal procedures* – Public Hearing February 19, 2026
 - iii. Other Committee Updates

- c. Diversity, Equity, and Inclusion Committee (DEIC)
 - i. Board Action – Committee Membership
 - ii. Possible Board Action – Conference Sponsorships
 - ii. Other Committee Updates

1230 15-MINUTE BREAK

- 9. Board Action – Request for Vessel Exemption:
 - a. Passenger Vessel *VICTORIA CLIPPER V* Renewal (168FT, 910 GT)
- 10. Board Action – Pilot/Trainee Physical Examination Reports
- 11. Tug Escort Rulemaking – Implementation
- 12. 2026 Legislative Update
- 13. Process for Review of Authorized Number of Pilots WAC 363-116-065
- 14. Committee & Work Group Reports:
 - a. Oil Transportation Safety Committee (OTSC)
 - b. Pilot Safety Committee (PSC)
 - c. Pilotage Act Advisory Committee (PAAC)
 - d. Terminal Operations Work Group (TOWG)

15. Upcoming Meeting Dates:

Thursday, February 19, 2026 at 1100 – Regular Meeting (Hybrid – Teams/2901 Building)	Thursday, March 19, 2026 at 1100 – Regular Meeting (Hybrid – Teams/2901 Building)
--	---

- 16. Public Comment
- 17. Adjourn



STATE OF WASHINGTON BOARD OF PILOTAGE COMMISSIONERS

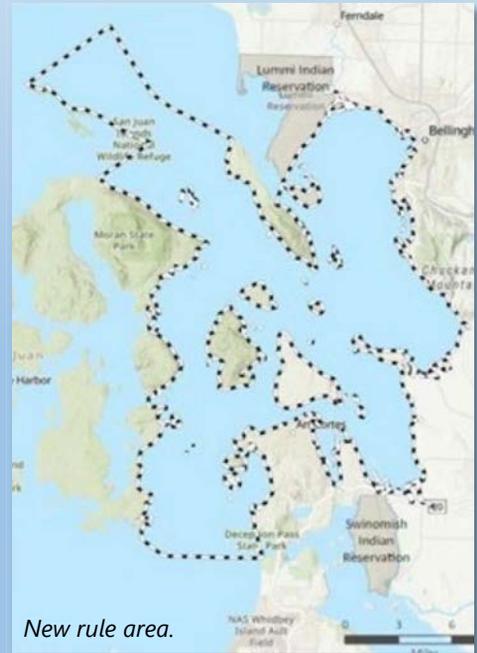
BPC Mission: to ensure against the loss of lives, loss of or damage to property and vessels, and to protect the marine environment by maintaining efficient and competent pilotage service on our State's inland waters.

THE BPC PILOTAGE QUARTERLY



Tug Escort Rule Implementation

On November 20, 2025, The Board of Pilotage Commissioners (BPC) adopted a new section of Chapter 363-116 WAC, Pilotage Rules, to establish tug escort requirements for oil tankers between 5,000 and 40,000 deadweight tons (DWT) and barges and articulated tug barges greater than 5,000 DWT. The adopted rule closes critical safety gaps for vessels carrying oil in bulk, reducing the risk of a catastrophic oil spill in Puget Sound and helping to protect wildlife, including endangered Southern Resident killer whales (SRKWs), fisheries, public health, and Washington's economy.



The adopted rule is designed to meet Best Achievable Protections (BAP), as defined in RCW 88.46.010, is informed by other considerations in ESHB 1578, such as minimizing impacts on Treaty fishing and underwater noise, and modifies the tug escort requirements established in RCW 88.16.190(2)(a)(ii), effective September 1, 2020.

The new rule keeps the tug escort requirements in Rosario Strait and connected waters east, as codified by statute in 2020, and expands approximately 29 miles to the northwest towards Patos Island. The rule also establishes minimum horsepower requirements for tugs escorting vessels based on the escorted vessel's deadweight tonnage, requires tugs escorting these vessels to have a minimum of twin screw propulsion, and requires a pre-escort conference between the escort tug and tank vessel to discuss the operational details of the transit.

Details about the new rule can be found at <https://pilotage.wa.gov/tug-escort-implementation>.



We wish you a healthy and joyful 2026!

Upcoming Conferences

Women on the Water Professional Development Conference
February 8-10, 2026
at MITAGS, Linthicum Heights, MD

Women in Maritime Leadership Conference
March 13-14, 2026
at Cal Poly Maritime Vallejo, CA



Image courtesy of Cal Poly.

2026 WA State Marine Pilot Exam

YOU BELONG HERE

WA State Marine Pilot Exam
April 13, 2026

APPLICATIONS OPEN NOW!

Applications for the 2026 WA State Marine Pilot Exam are open now until March 13! Many resources are available on our website including an applicant handbook, Knowledge Test (Written Exam) study bibliography, exam job task analysis, exam blueprint, and sample questions. Go to <https://pilotage.wa.gov/2026-exam-resources> to find these resources as well as FAQs. Contact us at PilotageInfo@wsdot.wa.gov if there are any questions. And best of luck to those applying!

District Snapshots

Puget Sound



Retirements:

Captain Don Soriano - October
Thank you for 39 years of exemplary pilotage service to Washington State!

License Upgrades

to Unlimited:

Captain Joe Siddell (left)
Captain Neil McGourty (right)



Well done, Captains!

Training Program:

Currently training are Captains Shuler, Britton, Boullion, Woodworth, Bolton, Butterfield, Aherns, Anderson, and Rogers.

Grays Harbor



Training Program:

Currently training is Captain Ryan Campbell

BPC 2026 Regular Public Meetings

At the November 2025 Regular Public Meeting of the BPC, the Board approved the meeting calendar for 2026. The dates of the meetings are listed below and can be found on our website at <https://pilotage.wa.gov/meetings>.

January 15	July 16
February 19	August 20
March 19	September 17
April 16	October 15
May 21	November 19
June 18	December 10



The September 2025 meeting of the BPC.

Meetings in 2026 will have a new start time of 11:00am. And, as always, they will continue to be hybrid. Links to the MS Teams online meetings are available on each meeting agenda. Agendas are posted to the website one week before each meeting. Come join us!

2025 in Pictures



The BPC Pilotage Quarterly is a publication of the Board of Pilotage Commissioners. It is available online at <https://pilotage.wa.gov>. To join our distribution list, email PilotageInfo@wsdot.wa.gov, or call (206) 515-3904.



PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

Dec-2025

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:	578	Cancellations:	20
Total ship moves:	558	Cont'r:	148
		Tanker:	212
		Genl/Bulk:	119
		Other:	79
Assignments delayed due to unavailable rested pilot:	3	Total delay time:	3.25 hours
Assignments delayed for efficiency reasons:	8	Total delay time:	13.25 hours
Billable delays by customers:	57	Total delay time:	148
Order time changes by customers:	159		
2 pilot jobs:	32	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS
Day of week & date of highest number of assignments:	WED, 12/17		25
Day of week & date of lowest number of assignments:	THU, 12/25		8
Total number of pilot repositions:	101	Upgrade trips	16
		YTD	156
3 consecutive night assignments:	29	YTD	394

Callback Days/Comp Days

	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2242	16	34		2224
Unlicensed	254			17	237
Total	2596				2461

On watch assignments 562 Call back assignments 16 CBJ ratio 2.77%

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		
1-Dec	31-Dec			Upgrade Assignments On Duty	KEW(3on*), MAN, RID(2on*), STA		
1-Dec	31-Dec			Upgrade Assignments Off Duty	HOA(4off), KNU, RID(3off), STA		
					* On Watch	Off Watch	** paired to assign.
					7	9	

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-Dec	1-Dec	Seattle	PSP	Safety PTSA ABS	BEN*
1-Dec	3-Dec	Seattle	PSP	OPS Pilot	HAM(3off)
1-Dec	4-Dec	Seattle	PSP	Navtech Conference	SCS(1on*,3off), SEA(4off)
2-Dec	2-Dec	Seattle	PSP	Administrative	CAW, COR, FLE, MIE, MYE
2-Dec	2-Dec	Seattle	PSP	Training Committee	BOU*, COL, MAN*, MYE, SCR
3-Dec	3-Dec	Seattle	BPC	BPC Safety	ANA*, RID**, SCR
4-Dec	7-Dec	Seattle	PSP	OPS Pilot	GRK(1on*,3off)
5-Dec	7-Dec	Seattle	PSP	President	HAM(3off)
6-Dec	6-Dec	Seattle	PSP	Outreach	BOZ*
8-Dec	8-Dec	Seattle	BPC	BPC Exam	BEN*, KNU, MOO

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees		
8-Dec	21-Dec	Seattle	PSP	OPS Pilot	KEP(9on*,5off)		
9-Dec	9-Dec	Seattle	PSP	Safety, Pilot Ladder	HAM		
9-Dec	9-Dec	Seattle	USCG	Outreach, Sector Planning	COR*,RID*		
9-Dec	9-Dec	Seattle	PSP	NWSA	HAM		
10-Dec	11-Dec	Port Angeles	PSP	Safe Practices	COL(2on*)		
11-Dec	14-Dec	Seattle	PSP	President	HAM(4on*)		
11-Dec	11-Dec	Everett	PSP	Outreach, Everett Port Ops	MIL*		
11-Dec	11-Dec	Seattle	PSP	BOD Prep	HAM*, GRK		
15-Dec	15-Dec	Seattle	PSP	Administrative	HAM*		
16-Dec	16-Dec	Seattle	PSP	Outreach, MAREX	KLA		
16-Dec	16-Dec	Seattle	PSP	Outreach, Legislative	MCG, NIN*, VON*		
16-Dec	16-Dec	Seattle	USCG	VTS	HAM*		
17-Dec	18-Dec	Seattle	BPC	BPC Exam Prep	BEN(2off), MOO(2on*)		
17-Dec	17-Dec	Seattle	PSP	Administrative	HAM*		
18-Dec	18-Dec	Seattle	PSP	BOD	GRK*, HAM*, KEP, MCG, MIL, MYE*, NIN*		
18-Dec	18-Dec	Tacoma	PSP	Outreach, Port Commissioner (TA)	VON*		
19-Dec	19-Dec	Seattle	PSP	Outreach Quiet Sound	KAL		
22-Dec	22-Dec	Seattle	PSP	Outreach Quiet Sound	KAL		
22-Dec	22-Dec	Tacoma	PSP	Outreach, Port Commissioner (TA)	VON*		
22-Dec	31-Dec	Seattle	PSP	OPS Pilot	GRK(10on*)		
23-Dec	23-Dec	Seattle	PSP	MOA Str of Georgia	HAM*		
29-Dec	29-Dec	Seattle	PSP	Rate Committee	KNU, MCG		
					* On Watch	Off Watch	** paired to assign.
					51	46	1

Safety/Regulatory

Outreach

Administrative

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

Start Dt	End Dt	REASON	PILOT
1-Dec	9-Dec	NFFD	MAM
22-Dec	31-Dec	NFFD	LOB

Trailing 12 months revenue assignments 7036

Call back job ratio during the last 12 months (January 2025-December 2025) 8.74%

Puget Sound District Activity Report Dashboard

2025 December

Licensed Pilots
Including President

56

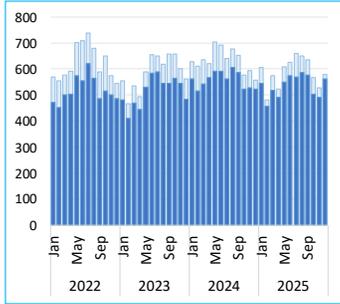
No changes since October.
Number of licensed pilots remains 56.

PS District
Trainees

9

Monthly Total
Assignment Count

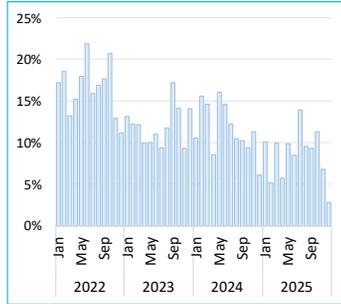
578



562 On-Watch (dk blue), 16 Off-Watch (lt blue)

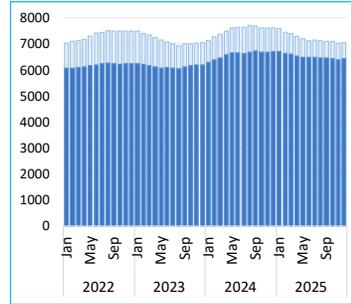
Monthly Off-Watch
Assignment Percentage

2.8%



Trailing 12 Total
Assignment Count

7036



6421 On-Watch (dk blue), 615 Off-Watch (lt blue)

Trailing 12 Off-Watch
Assignment Percentage

8.7%



Licensed Pilots w/o Pres **55**

Pilots NFFD whole month **0**

Available Pilots **55**

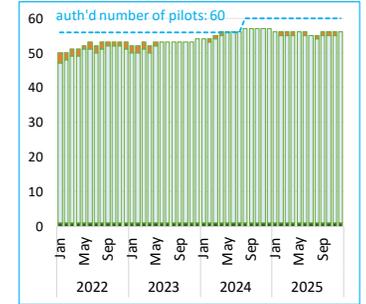


chart also includes president (1 pilot)

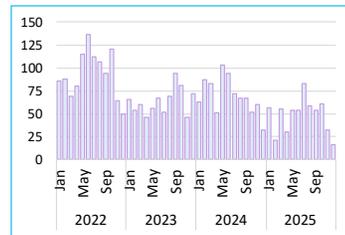
Total Comp Days
All Licensed Pilots

2224



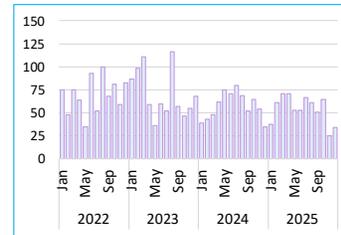
Comp Days Earned
(Callbacks)

16

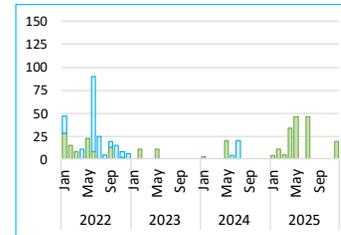


Comp Days Used
(Licensed Pilots)

34

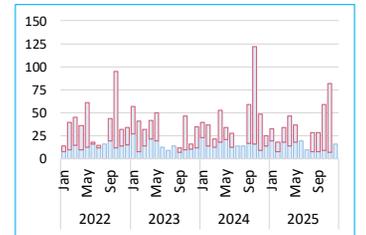


COVID Days* **0**
NFFD Days* **19**



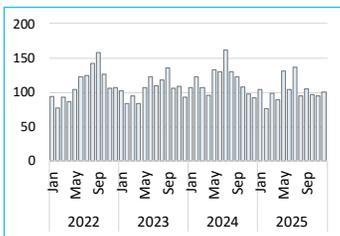
count of NFFD & Covid days if
pilot(s) not NFFD whole month

Training Days **0**
Upgrade Trips **16**



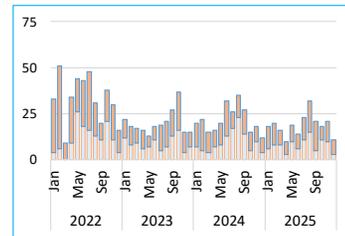
training days (red) stacked
on upgrade trips (blue)

Repositions
101



PILOT Delays (Count)
combined total

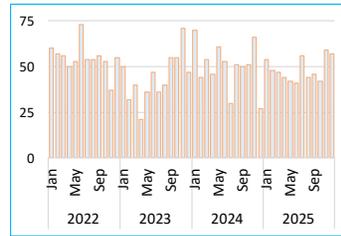
11



efficiency delay counts stacked on top
of pilot shortage delay counts on bottom

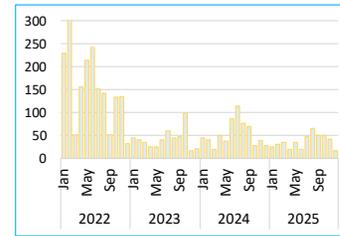
Billable Delays (Count)
by CUSTOMERS

57



PILOT Delay Hours
(Pilot Shortage & Efficiency)

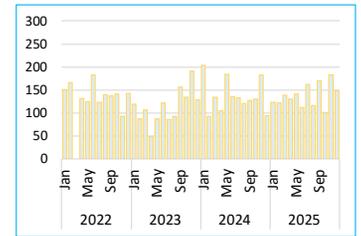
16.5 hrs



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

Billable Delay Hours
by CUSTOMERS

148 hrs



Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees		
2-Nov	4-Nov	Seattle	PSP	Rate Committee	MCG(2on*, 1pair**)		
3-Nov	3-Nov	Seattle	PSP	Safe Practices	COL		
4-Nov	4-Nov	Seattle	PSP	Pilot Boat	ROU, SEM**		
5-Nov	5-Nov	Seattle	PSP	General Membership	GRK, MIL		
5-Nov	5-Nov	Seattle	BPC	TEC	KNU*		
6-Nov	6-Nov	Seattle	BPC	BPC EXAM Prep	BEN*, MOO		
6-Nov	6-Nov	Seattle	BPC	TEC	KNU*		
6-Nov	6-Nov	Port Angeles	PSP	UTC	MCG		
6-Nov	21-Nov	Seattle	PSP	Ops Pilot	MIL(12*,2off)		
10-Nov	10-Nov	Seattle	PSP	Refman	KEN, SCS*, SID, STA*		
11-Nov	11-Nov	Seattle	PSP	Administrative	BOU*, COL*, MOO*		
12-Nov	12-Nov	Seattle	BPC	OTSC	ANT, KNU		
14-Nov	14-Nov	Seattle	BPC	TOWG, Terminal Operators wkg grp	COL*, SCR*		
14-Nov	14-Nov	Seattle	PSP	Administrative, Wartsila	HAM*		
15-Nov	15-Nov	Seattle	PSP	Outreach, MITAGS	BOZ*, MIL*		
15-Nov	15-Nov	Seattle	PSP	Outreach	MEL		
17-Nov	17-Nov	Port Angeles	PSP	Pilot Boat	ROU**, SEM*		
17-Nov	17-Nov	Seattle	USCG	USCG Quarterly	COL*, COR*, HAM*, RID		
18-Nov	18-Nov	Seattle	PSP	Refman	STA*		
18-Nov	18-Nov	Seattle	PSP	BOD Agenda Prep	GRK, HAM*		
18-Nov	18-Nov	Seattle	BPC	BPC Prep	ANT*, BOZ*, HAM*, KNU		
19-Nov	19-Nov	Seattle	PSP	General Membership	GRK, MIL		
19-Nov	20-Nov	Seattle	PSP	Rate Committee	MCG(1on*,1pair**)		
19-Nov	19-Nov	Seattle	BPC	TEC	ANT*, BOZ*, KNU		
19-Nov	19-Nov	Seattle	NOAA	OCNMS, NOAA	HAM*		
20-Nov	21-Nov	Seattle	PSP	Administrative	GRK(2on*)		
20-Nov	20-Nov	Seattle	BPC	BPC	ANT*, KNU*, HAM*, SCS*		
20-Nov	20-Nov	Seattle	BPC	BPC EXAM Prep	BEN		
20-Nov	30-Nov	Seattle	PSP	Ops Pilot	HAM(8on*,3off)		
21-Nov	21-Nov	Seattle	PSP	Propeller Club, PMSA	MCG*		
25-Nov	25-Nov	Seattle	PSP	BOD	BRU*, GRK*, HAM*, KEP, MCG*, MIL, MYE		
					* On Watch	Off Watch	** paired to assign.
					59	32	4

Safety/Regulatory

Outreach

Administrative

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

Start Dt	End Dt	REASON	PILOT
1-Nov	30-Nov	NFFD	MAM

Trailing 12 months revenue assignments

7,016

Call back job ratio during the last 12 months (December 2024-November 2025) 9.02%

Puget Sound District Activity Report Dashboard

2025 November

Licensed Pilots
Including President

56

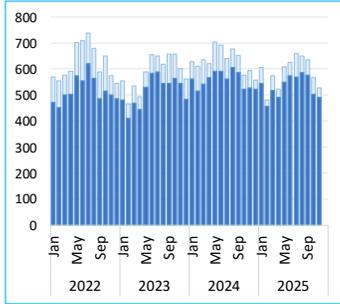
No changes since October.
Number of licensed pilots remains 56.

PS District
Trainees

9

Monthly Total
Assignment Count

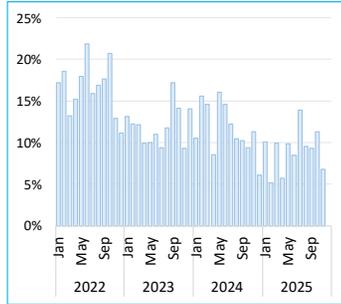
528



492 On-Watch (dk blue), 36 Off-Watch (lt blue)

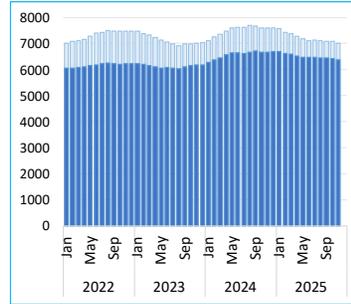
Monthly Off-Watch
Assignment Percentage

6.8%



Trailing 12 Total
Assignment Count

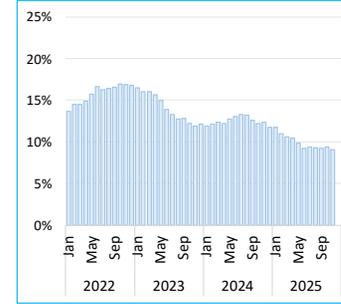
7016



6383 On-Watch (dk blue), 633 Off-Watch (lt blue)

Trailing 12 Off-Watch
Assignment Percentage

9.0%



Licensed Pilots w/o Pres **55**

Pilots NFFD whole month **1**

Available Pilots **54**

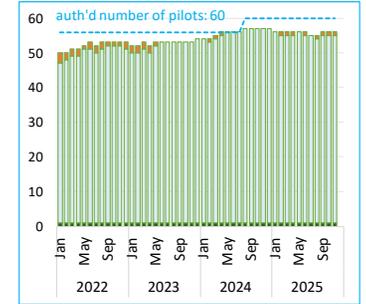
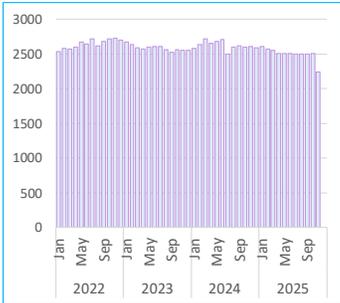


chart also includes president (1 pilot)

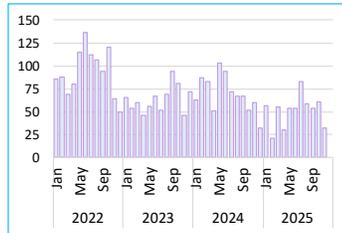
Total Comp Days
All Licensed Pilots

2242



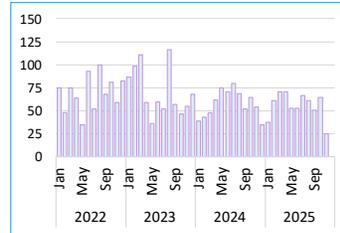
Comp Days Earned
(Callbacks)

32



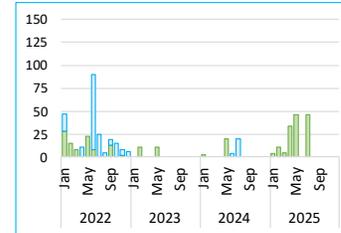
Comp Days Used
(Licensed Pilots)

25



COVID Days* **0**

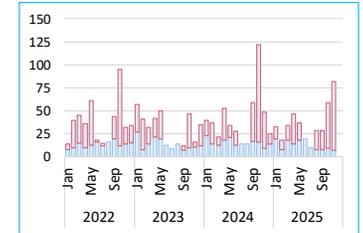
NFFD Days* **0**



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

Training Days **75**

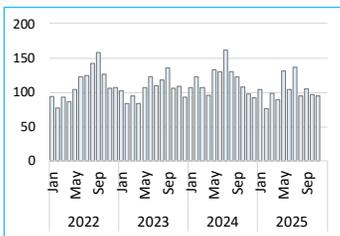
Upgrade Trips **7**



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

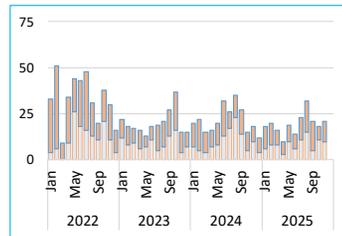
Repositions

95



PILOT Delays (Count)
combined total

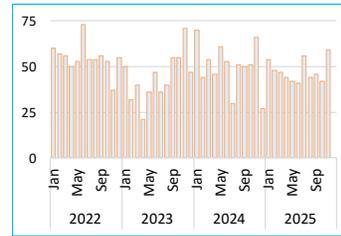
21



efficiency delay counts stacked on top
of pilot shortage delay counts on bottom

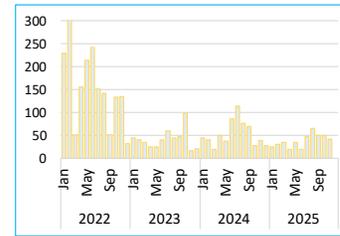
Billable Delays (Count)
by CUSTOMERS

59



PILOT Delay Hours
(Pilot Shortage & Efficiency)

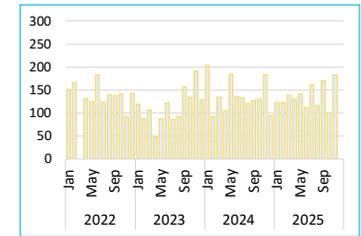
41.5 hrs



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

Billable Delay Hours
by CUSTOMERS

183 hrs



Port of Grays Harbor

Pilotage Report

January 15, 2026

Pilotage Activity

There were a total of 13 arrivals in November (6 dry bulkers, 1 liquid bulker and 6 RoRo's). This equated to 32 jobs.

In December, there were a total of 9 arrivals (7 dry bulkers and 2 RoRo's). This equated to 24 jobs. Year to date there have been 111 vessel arrivals for a total of 286 jobs. For comparison last year, there were 107 arrivals for a total of 280 jobs.

The January schedule looks full with 9 arrivals, 7 dry bulkers and 2 RoRo's, on the board already.

Terminal 4 Expansion & Redevelopment

The Port's contractor completed installation of the remaining fender panels along the enter wharf at Terminal 4. It has really made a difference when docking vessels and should help to prevent damage to vessels and the wharf structure with the increased traffic expected this summer.

Terminal Maintenance Dredging

The Port awarded the Terminal Maintenance Dredging Contract to American Construction Company. They have a long history of working at the Port and in the navigational channel. Terminals 1, 2 and 4 will be dredged in February, and we have an aggressive vessel schedule at Terminal 2 to get through in January before they start dredging that Terminal.

Marine Exchange Update

Board of Pilotage Commission
January 15, 2026

Patrick Gallagher,
Marine Exchange of Puget Sound





Public
Private
Partnership



Maritime
Domain
Awareness



Policy
Advocate

Who We Are



marexps.com



Founded
in 1980



Data
Provider



Convening
Power



Emergency
Response
Towing
Vessel



WA
Maritime
Cooperative



Vessel Traffic
Service
COOP

What We Do



marexps.com



Harbor
Safety
Committee



WA
Maritime
Federation



PS Marine
Firefighting
Commission

Vessel monitoring & Operations

- 7 AIS Towers Tracking
- 24/7 Operations Center
- 7,000+ Transits a Year



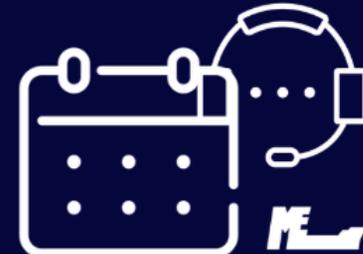
Advocacy & Outreach

- Legislative engagement
- Strategy development
- Committee participation (7+)
- Member communications



Support Service

- Administrative services
- Association management
- Phone answering services
- ERTV, Buoys, & WSMC



marexps.com

Membership Growth

141 Members
in 2024

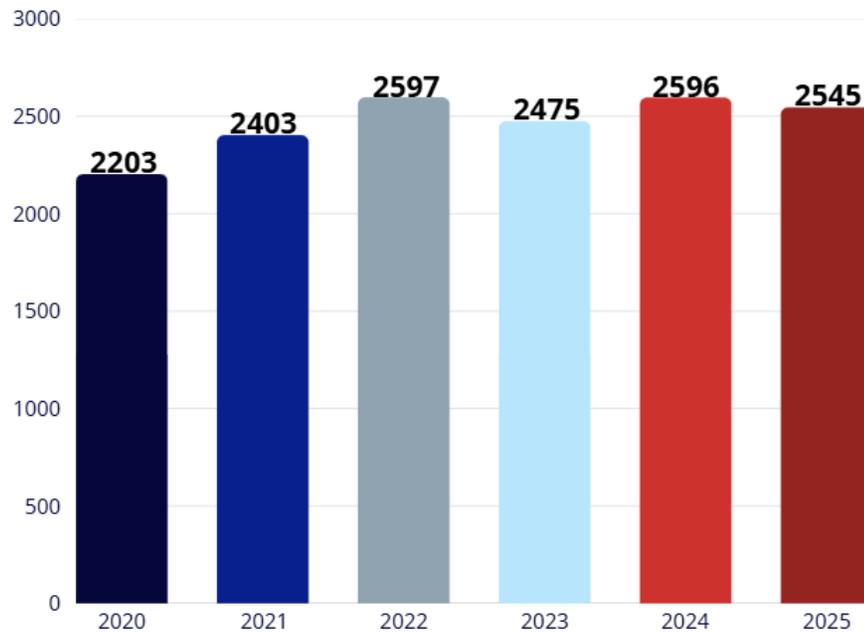
149 Members
in 2025

 marexps.com



Our New Members +8

Yearly Total Arrivals



↑ **2021-2022**
+8.07%

↓ **2022-2023**
-4.70%

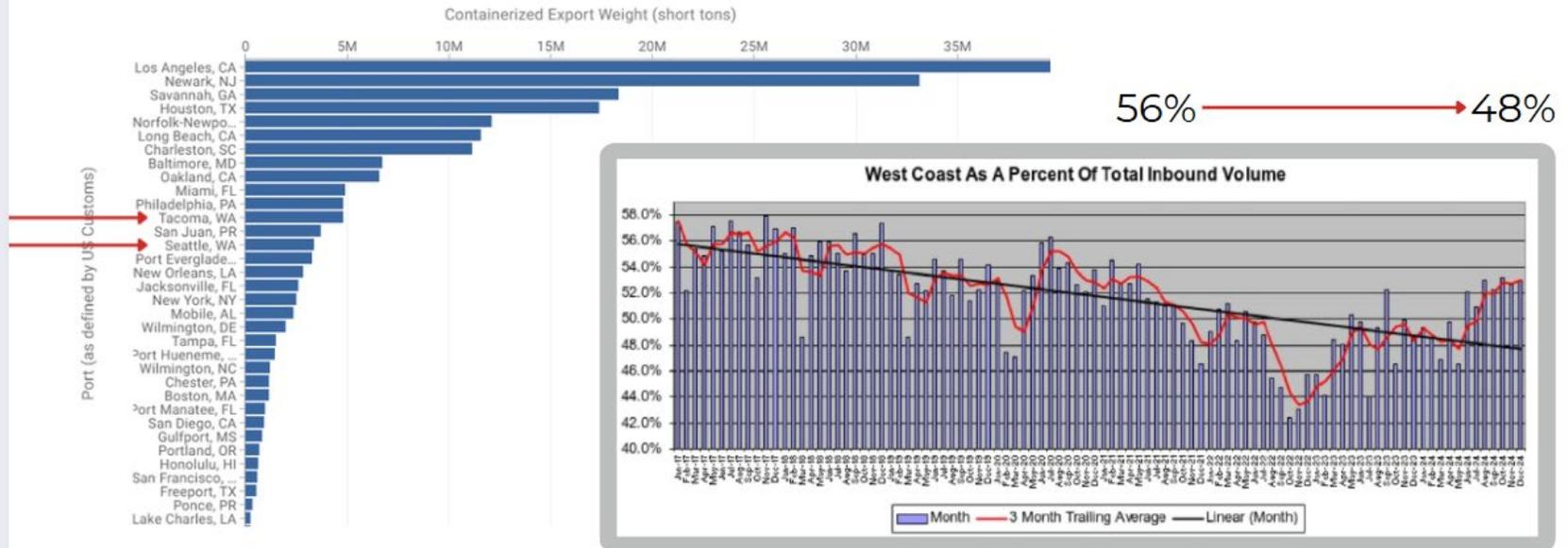
↑ **2023-2024**
+4.89%

marexps.com

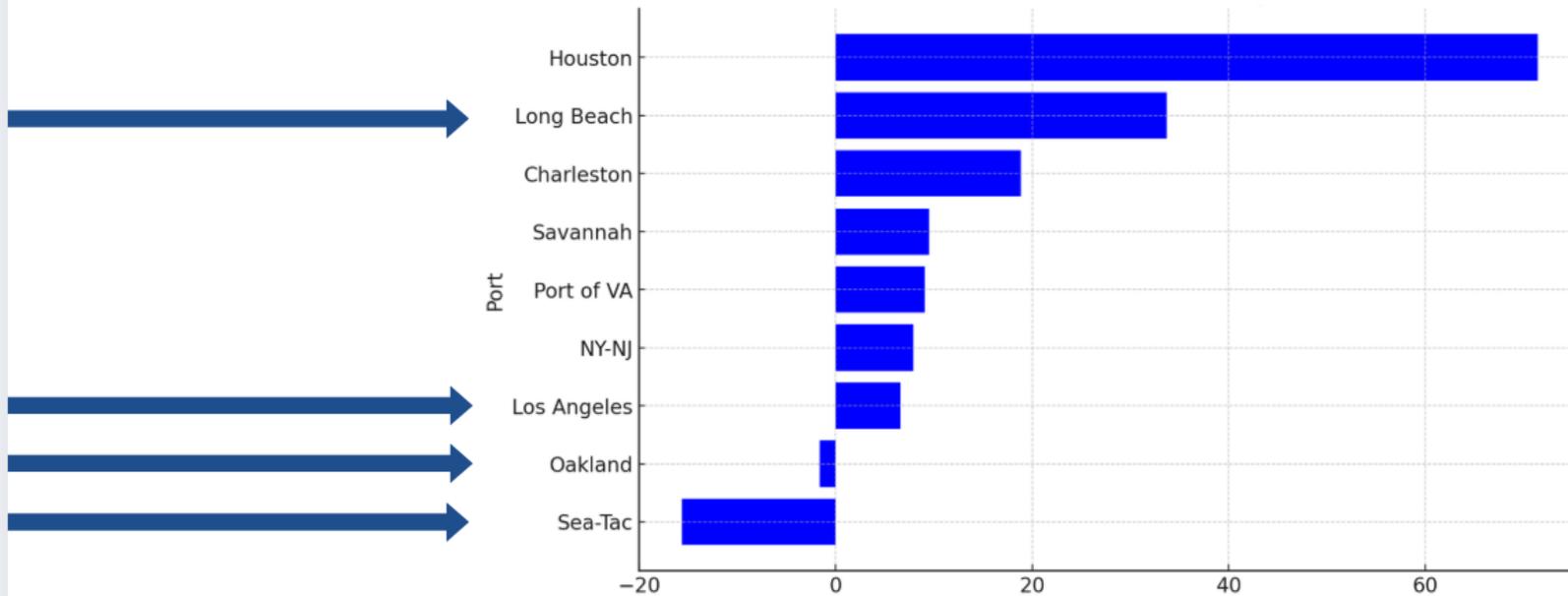


WEST COAST CONTAINERIZED CARGO SCALE & TREND

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, based upon U.S. Department of Commerce, U.S. Census Bureau, Foreign Trade Division, USA Tra...

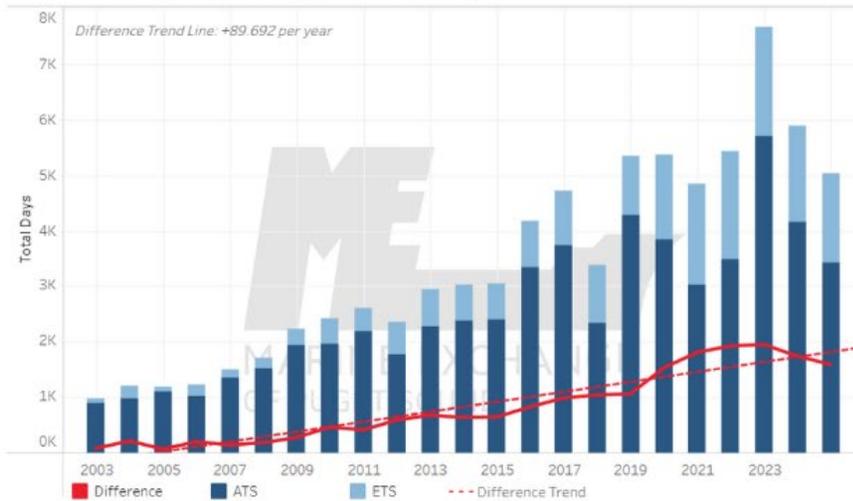


Loaded Import Containers 2019 to current [% CHANGE]



Trends

Estimated Time vs Actual Time in Anchorage



Year	Difference	ATS	ETS
2001	84	996	980
2002	214	988	1,202
2003	68	1,114	1,182
2004	202	1,031	1,233
2005	141	1,367	1,508
2006	183	1,523	1,706
2007	228	1,618	1,828
2008	318	1,502	1,861
2009	361	1,946	1,922
2010	396	1,956	1,756
2011	418	1,715	1,756
2012	502	1,715	1,756
2013	561	1,715	1,756
2014	618	1,715	1,756
2015	692	1,715	1,756
2016	781	1,715	1,756
2017	881	1,715	1,756
2018	981	1,715	1,756
2019	1,081	1,715	1,756
2020	1,181	1,715	1,756

Arrivals are down but time at anchor is up.

What are we doing?

- Expanding capabilities
- Recapitalizing systems
- Investing in advocacy

AIS transmit license, VHF comms, IR tracking, Directory, Invoicing software, contract lobbyist, national conference, phone system, API, cloud backup, MOU: Coast Guard + ECY



Marine Exchange API

VESSEL ACTIVITY

CHARACTERISTICS

NEW

ARC Test1 Search IMOs...

VESSEL FLAG IMO MMSI
 AGENT VOY
 PORT DISCH LPOC
 PIER LOAD NPOC
 SHIFT TUGIN #IN TUGOUT DEPART #OUT

2 Activities
Filter: ARC Test1

Clear Filter

10/28/2025
ARC Test1

ARC Test1

PAPS ARRIVAL	
PLTEDA	01/01/2001
PLTETA	1 PM
PLTADA	
PLTATA	

PORT ARRIVAL	
PORTEDA	10/28/2025
PORTETA	02:00
PORTADA	05/10/2025
PORTATA	01:15

PORT DEPARTURE	
PORTEDD	
PORTETD	
PORTADD	
PORTATD	

BILLING	<input type="text"/>
BUNKER	No
AMT	<input type="text"/>
TYPE	<input type="text"/>
MDO	1
SUPP	<input type="text"/>
BW-RCVD	<input type="text"/>
SECRET	<input type="text"/>

KEY MODULES: WEB PORTAL

COMMUNITY PORTAL

Designed for public visibility and awareness

- **View Marine Traffic** – Real-time access to vessel activity in the region
- **Access Vessel Map** – Interactive map showing inbound, outbound, and anchored vessels
- **Check Tidal Windows** – View optimal time windows for pilotage based on tide data

MARINE AGENT PORTAL

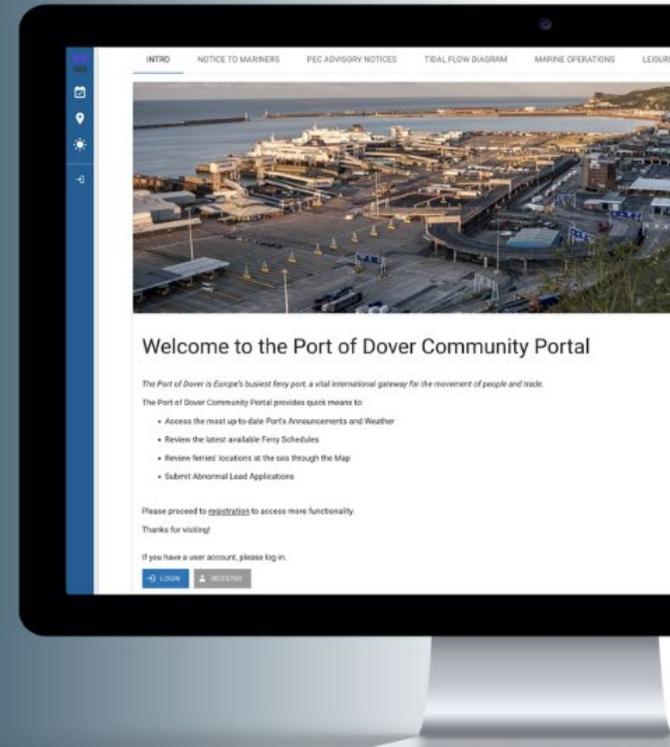
Built for shipping companies, agents, and port operators

- **Submit Web Orders** – Easily create and manage pilotage requests online
- **Calculate Potential Invoices** – Get real-time pricing estimates before confirming orders
- **Route Planning** – Plan port calls with access to vessel availability, tidal windows, and pilot readiness

PILOTS PORTAL

Personalized for individual pilots and pilot organizations

- **Pilots Assignments List** – View upcoming job assignments and details
- **Individual and Group Pilot Scheduling** – Review and manage shift plans, availability, and rotations
- **Pilot Data Management** – Maintain certifications, fatigue tracking, and logbook access

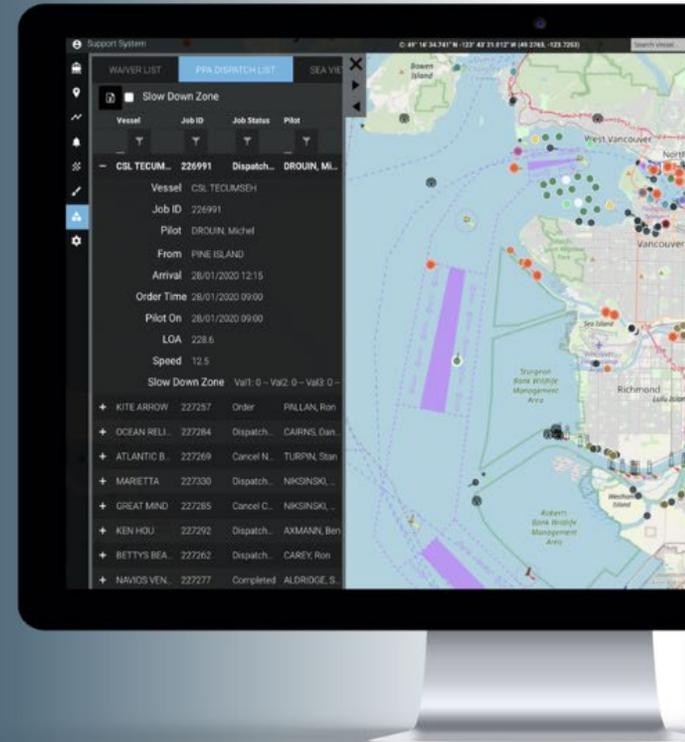


KEY MODULES: VESSEL TRACKING

A real-time vessel tracking platform for enhanced visibility, coordination, and operational planning.

KEY CAPABILITIES

- **Live Vessel Tracking** – View dispatched and active vessels directly on an interactive map
- **ETA Prediction** – Continuously updated estimated arrival times using AIS and user rules
- **Historical Playback** – Replay past vessel movements for investigations or analytics
- **Movement Time Stamping** – Automatically capture key events & share with stakeholders
- **Tidal & Marine Conditions Overlay** – Support planning by displaying tide, wind, and weather data
- **Zone & Terminal Filtering** – Focus views on specific pilot zones, terminals, or ports
- **Mobile Web Access** – Accessible from any browser, with role-based permissions
- **API Integration Ready** – Sync with dispatch, community portals, and reporting systems



Current In Port History Delays

Arrival
 Departure

Vessel	Start	End	From	To	PEC/Pilot	Mooring	Tugs	FB	CR	VC	CL	DG	TS	P	T	MS	Shipping Agent	LO
+	SPLIT TWO	Sep 18 10:00	Sep 18 12:30	Lachine/...	107 Berth	✓✓	Burnaby M...	1 ...	●	●	●	●	●	●	●	●	Burnaby Marine	4
+	LOMAX	Sep 18 10:00	Sep 18 12:30		107 Berth	✓			●	●	●	●	●	●	●	●	Burnaby Marine	2
+	SPLIT TWO	Sep 19 15:00	Sep 19 15:00	107 Berth	Halifax	✓	Burnaby M...	1 ...	●	●	●	●	●	●	●	●	Burnaby Marine	4
+	LOMAX	Sep 19 15:00	Sep 19 15:00	107 Berth		✓			●	●	●	●	●	●	●	●	Burnaby Marine	2
+	Ⓢ OOCL MO...	Sep 19 14:25	Sep 19 16:55	Goole	B4, 203		Burnaby M...		●	●	●	●	●	●	●	●	Vancouver Marine Ag...	2
+	Ⓢ OOCL MO...	Sep 19 16:55	Sep 19 17:55	B4, 203	KGVE	✓	Burnaby M...	3	●	●	●	●	●	●	●	●	Vancouver Marine Ag...	2

All Planned On Passage Vessel Type Location(s) Selected (138) × Movement Type 1.5 Hrs 3 Hrs 6 Hrs 24 Hrs All future

Vessel Info Notepad Agency Info History Berth Arrival Cargo Cruise Service Applications Incidents/Deficiencies CheckLists

Vessel Name SPLIT TWO		IMO 8633176	MMSI 232004153
LOA 41	Call Sign MVF05	Beam 8.4	Draught 1.22
		GT 225	



Provided by www.marinetraffic.com/

Thank You

Patrick Gallagher,
Marine Exchange of Puget Sound
patrick@marexps.com



marexps.com



Thank You

Patrick Gallagher,
Marine Exchange of Puget Sound
patrick@marexps.com



marexps.com

Questions?





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)

August 12, 2025, 10:00 AM

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

1. Review of Minutes of previous meeting on May 8, 2024.

The minutes were approved with no corrections needed.

2. Rest Rule Exceptions

During 2025 Q2 in Grays Harbor there were zero (0) rest exceptions.

During 2025 Q2 in Puget Sound there was one (1) exception to the 10 hour rest rule, but no other rest exceptions.

3. Noncompliant Pilot Transfer Arrangements

Pilots' reports of noncompliant transfer arrangements from the 2nd quarter of 2025 were reviewed and discussed, as well as the Jotform data summary of the reports for the quarter. The data summary will be shared with the Board. There were 32 PSP reports and no Grays Harbor reports during Q2. There continue to be issues of counterfeit ladders that do not meet safety standards, ladders that are in poor condition, and ladders suspended by a step instead of side ropes which reduces the safe working load of the ladder. Andrew Drennen mentioned the revisions to SOLAS Chapter V, Regulation 23 adopted in June.

4. MSO Form – Jotform Adaptation

Bettina reported that during the beta testing period for the new form there had not been much feedback; however, the new form seems to be working well. The old PDF form will remain available for use until the Board officially approves the new form. Once the new form is approved it will continue to be revised and improved as more pilots are able to use it and provide feedback. An MSO Addendum form has also been created to simplify the process of adding narrative, images, or documents to a previously submitted report.

5. PSP Callbacks & Comp Days System Overview

The Board has requested the Pilot Safety Committee evaluate the PSP procedures around comp days. This was the third in a series of discussions of PSP comp days.

Bettina provided data on total comp day accumulation as the committee had expressed interest in this. The total accumulated comp days for all pilots has remained around 2500-2600 over the last few years, although the number of licensed pilots has increased during this time so the average number of comp days per pilot is decreasing. Ivan Carlson suggested the median number of comp days would be more informative; it is a much lower number than the average number which is skewed upwards because a few pilots have large comp day balances. Ivan will provide the median number of accumulated comp days per pilot at the next meeting. The PSP Activity Report Dashboard currently displays number of comp days earned and burned each month, and Bettina will add a third comp day chart to the dashboard showing the total number of comp days banked by licensed pilots.

Andrew Drennen was interested in understanding when does a pilot taking a comp day result in another pilot working a callback and earning a comp day? He acknowledged that this kind of data is very granular and may be difficult to produce. Ivan Carlson explained that he has tried to analyze this but it is very complex and difficult because many things can factor into the “cause” behind a callback assignment – on-watch pilots may be unavailable because of 3-and-outs, NFFD status, trainings, or meetings that cannot be rescheduled. (He noted that PSC does reschedule internal meetings to maximize pilot availability and that the three pilots present at the PSC were off watch.) Mike Moore felt that it should be possible to only look at comp days taken and compare that to callbacks, and ignore everything else that might have contributed to the need for a callback. Eleanor Kirtley saw validity in both arguments (she agreed that some callback assignments result from pilots taking comp days, but also agreed that it could be difficult to isolate the cause of a particular callback.) John Scragg asked what would change if it was possible to clearly attribute certain callbacks to pilots having taken comp days? Would it mean that the ability of pilots to take a comp day would be restricted? Mike Moore replied that any analysis “should feed back into management options... to minimize or reduce the number of callbacks created” and noted that PSP currently does not allow pilots to take comp days on 8 specific holidays.

Ivan Carlson observed that the callback job ratio is going down and wondered if comp days were really a problem in need of a solution? He again explained it is rare for a large number of pilots to take comp days at the same time. Andrew Drennen observed that the callback job ratio happens to be going down because of things outside PSP’s control (increased number of pilots and decreased number of assignments) and that PSP should have some internal strategies for managing callback jobs in more challenging circumstances such as pilot shortage due to retirements. He stated he does not feel that pilots’ use of comp days needs to be restricted; rather, the earning of comp days needs to be controlled – pilots should just trade days with each other instead of using a comp day system. Eleanor Kirtley agreed that pilots use of comp days should not be restricted, specifically noting health and safety concerns. She considered the present time, when the callback ratio is improving, a good time to evaluate comp day concerns, because it’s difficult to do this kind of work during a crisis. She pointed out that the role of the committee is to identify and monitor risks. In considering comp days she wasn’t sure what risks were associated with pilots’ comp day accumulations, noting that pilots need at least 14 comp days banked in case they are NFFD and also that it has been established that pilots do not overburden the system by taking comp days on the same day – so that guardrail is in place.

Scott Anacker noted PSP is not staffed to peak assignment levels and the comp day system provides flexibility to manage a fluctuating workload. He was concerned that excessive scrutiny of comp day usage could lead to pilots being unwilling to work callbacks, which would result in delays.

Mike Moore emphasized the value in analyzing peak assignment days and using that information to reduce the need for callbacks.

John Scragg summarized the discussion so far, noting that there seems to be agreement that there should not be restrictions on pilots' use of comp days, and that leaves just the other side of the equation: reducing the number of callbacks. He noted that if we agree that pilots should be allowed to use comp days without restrictions, then it doesn't make sense to be concerned about whether a comp day is creating a callback. As far as other activities that reduce pilot availability and lead to callbacks, he noted that PSP already puts a lot of effort into scheduling these to avoid busy times whenever possible, and also scheduling extra on-watch days ("Peak Period Work") in summer during cruise season.

Andrew Drennen felt there was still opportunity to reduce callbacks by having pilots plan ahead and trade days with each other instead of one pilot taking a comp day and another pilot earning a comp day. Ivan Carlson disagreed that trading days is a workable solution. He cited his own experiences with difficulties involved in trading days and explained that trading days sounds simple but is quite complicated in reality because pilots do not know what their future assignments will be and whether they'll get a daytime assignment or night assignment. Scott Anacker agreed that trading is not practical and is less efficient than the comp day system. He expressed concern that changes to the system would make pilots less willing to work callbacks when needed, leading to delays.

Andrew Drennen noted that concern about delays is one of things that has led to this interest in analyzing PSP efficiency. Bettina pointed out that delays have decreased significantly since 2021 when the concern arose. Andrew Drennen stated that he still hears from agents that delays are at an unacceptable level.

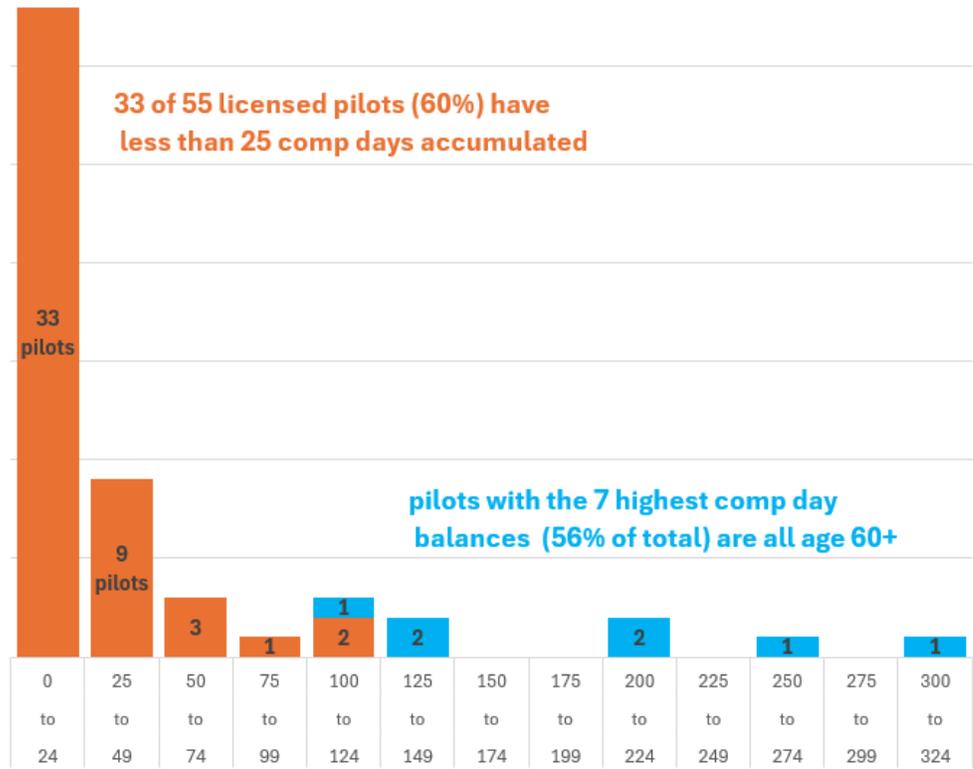
Scott Anacker suggested that people write down their questions and concerns about comp days and provide them in advance to the co-chairs for the next meeting to help keep the discussion more structured and focused. Ryan Leo agreed that the discussion was feeling unproductive and the purpose was unclear. Eleanor Kirtley stated that because pilotage is a regulated monopoly we have an oversight responsibility, and acknowledged that the present discussion was veering more into the area of optimization rather than oversight. She noted that when the Board increased the authorized number of pilots last year they directed the committee to look into comp days, and although the committee hasn't found anything too concerning, perhaps the committee should give more consideration to identifying risks and potential "black swan events".

6. Adjournment/Next Meeting

The committee agreed to schedule the next meeting during the first week of December. Everyone checked their calendars in real time and decided the next meeting would be on Wednesday December 3 at 14:00.

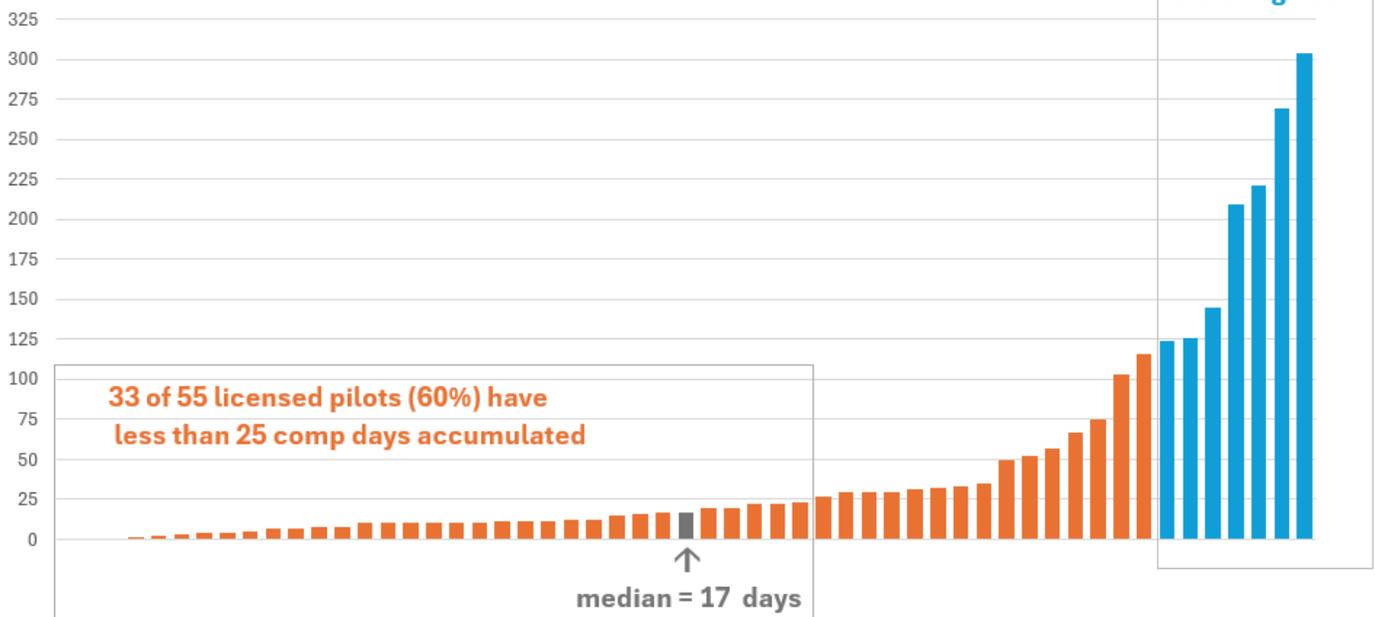
The meeting was adjourned at noon.

**July 31, 2025
count of Puget Sound
Pilots at each level
of accumulated
comp days**



number of comp days accumulated per pilot

**Puget Sound Pilots individual
comp day balances on July 31, 2025**



Terminal Operations Work Group Meeting

November 14, 2025 at 1:00 pm on MS Teams

Page 1

Attendees:

Board of Pilotage Commissioners (BPC): Sheri Tonn, Jaimie Bever, Bettina Maki, Eleanor Kirtley; Lee Tyler

Puget Sound Pilots (PSP): Scott Coleman, John Scragg

NWSA: Lindsay Wolpa, Mark Storslee

Foss Line Services: Zach Vetter

Terminal Operators: Kerry Chiu (Everport Tacoma), Brad Kline (WUT Tacoma), Sean Wardell (T18 Seattle), Charles Karpowicz (T5 Seattle), Joe Savage (Matson Tacoma), Nick Napolitano (Crane Maintenance Tacoma)

Discussion:

The meeting started with an overview of BPC's Terminal Operations Work Group for the Terminal Operators who were new to the group. Puget Sound Pilot Scott Coleman explained that the overarching goal is to prevent crane strikes. The Puget Sound Harbor Safety Plan and Puget Sound Pilots Operating Guidelines recommend cranes be positioned together near the amidships section of the vessel, with booms up when ships are arriving or departing the berth.

Jaimie Bever shared some of the "berthing plans" in use by the Pacific Pilotage Authority in BC (included in meeting materials). These provide illustrations for each vessel showing crane placement plan and other measurements and notes, to provide clear communication between terminal operators and pilots. She was interested in knowing if illustrated berthing plans like this were an option in Puget Sound.

Sean Wardell offered that T18 creates a similar "crane usage and vessel positioning sheet" each day. This is an internal document for crane mechanics and others, that might be useful to pilots and line services.

Charles Karpowicz and Brad Kline described the processes at their terminals. There was a discussion of shore power considerations in berthing plans and how to improve the flow of information between agents, line services, and terminal operators.

The role of the Puget Sound Pilots "Ops Pilot" was discussed in facilitating communication about berthing plans. The ops pilot email is opsilot@pspilots.org and the phone number is 206-713-6805.

There is a need for clear footing markings visible to pilots from the height of the bridge. For example, PCT in Tacoma and T5 in Seattle are examples of terminals with very readable numbers. Scott Coleman can provide photos of markings that need repainting.

The timing of communication is another factor that was discussed. If there are changes to the berthing plan, due to weather or any other reason, it is best to notify terminal operators before 1400 hours (in time to change the labor order for the night shift and the next morning).

Recent pilot reports of marine safety occurrences (MSOs) related to crane position were reviewed by the group, including a list of suggestions included in one of the reports. Scott Coleman felt that it would be very helpful for PSP to map the berths at the terminals using GPS and make that information part of the pilots' reference materials. Zach Vetter shared that he has been trying different moveable lights to mark the spot. Lindsay Wolpa shared that encouraging more people to attend at Harbor Safety Meetings might help communication.

Terminal Operations Work Group Meeting

November 14, 2025 at 1:00 pm on MS Teams

Page 2

Action items:

Scott Coleman will pass along to PSP the need to inform terminal operators by 1400 hours if there are changes to berthing plans.

He will also make arrangement to visit the terminals to make GPS measurements for PSP reference documents about each berth.

Sean Wardell will work to increase distribution of the daily "crane usage and vessel positioning sheet and Brad Kline will also be looking into communication tools.

Brad Kline and Lindsay Wolpa will look into improving visibility of painted footings.

Zach Vetter is working on using different lights to mark the spot instead of vehicle lights that aren't stationary.

John Scragg noted that pilots currently lack a full list of contacts for marine terminal operators and are often unable to reach anyone in situations where, for example, a crane needs to be moved. A contact list needs to be updated and made available to pilots and line services.

BPC plans to have several more meetings of the Terminal Operations Workgroup in the new year and additional meetings as needed thereafter.