

MEETING MINUTES
STATE OF WASHINGTON ~ BOARD OF PILOTAGE COMMISSIONERS
May 21, 2026

CLOSED SESSION

A Closed Session 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 to discuss matters relative to the 2026 Marine Pilot Exam and the Training Program.

Present In Person:

Chair: Sheri Tonn

Commissioners: Eleanor Kirtley (Vice Chair), Lee Tyler (Foreign Flag Shipping), Severin Knutsen (Pilot) Tom Buroker (Ecology), Andrew Drennen (U.S. Flag Shipping), Mike Anthony (Pilot)

Administration: Jaimie Bever, Jolene Hamel

Present via Teams:

Commissioners: Tim Farrell (Public), Jason Hamilton (Public)

Administration: Bettina Maki

AAG: Albert Wang, Lauren Jaech

Dainis & Co: Amanda Dainis, Paige Fischer

REGULAR MEETING – Call to Order

The Regular Meeting of the Board of Pilotage Commissioners was called to order immediately following the Closed Session 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: Eleanor Kirtley (Vice Chair), Lee Tyler (Foreign Flag Shipping), Severin Knutsen (Pilot) Tom Buroker (Ecology), Andrew Drennen (U.S. Flag Shipping), Mike Anthony (Pilot)

Administration: Jaimie Bever, Jolene Hamel

Puget Sound Pilots: Ivan Carlson, Scott Brewen, Derek Britton & Family, Chloe Hedge

The Northwest Seaport Alliance: Lindsay Wolpa

Present via Teams:

Commissioners: Tim Farrell (Public), Jason Hamilton (Public)

Administration: Bettina Maki

AAG: Albert Wang, Lauren Jaech

Puget Sound Pilots: Travis McGrath, Will Kelly, Peter Mann, Joe Semler, Matt Hannuksela

Port of Grays Harbor: Mike Folkers

Pacific Merchant Shipping Association: Jordan Royer

UTC: Scott Sevall

USCG: CDR John Robertson, Ian McPhillips

Public: Ann LaRue, Curt Wallace, Jill Taylor, Lillie Wightman, Stew Potter, Chris Hardy, Jagoda Porada

BPC Staff Report.

- BPC Executive Director Jaimie Bever attended the Grays Harbor Safety Committee meeting and was pleased to share that newly licensed GH pilot Captain Ryan Campbell was in attendance representing pilotage. E.D. Bever also attended the Puget Sound Harbor Safety Committee meeting, which had a large turnout of in-person attendees.
- The BPC plans to have a presence at the Change of Command and Retirement Ceremonies for outgoing Sector Puget Sound Captain of the Port Mark McDonnell on Friday, July 10.
- BPC Chair Dr. Sheri Tonn was recently awarded the Greater Tacoma Peace Prize. The BPC and Staff congratulated Chair Tonn on her award.

BPC Chair Report.

- Chair Tonn reminded Board members that the Port of Grays Harbor's grand opening of Terminal 4 is happening on July 31 in Aberdeen. Chair Tonn and E.D. Bever will be in attendance.

Activity Reports. CDR John Robertson representing United State Coast Guard (USCG) Sector Columbia River, Jordan Royer representing Pacific Merchant Shipping Association (PMSA), Lindsay Wolpa representing The Northwest Seaport Alliance (NWSA), Captain Ivan Carlson representing Puget

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

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

NEW BUSINESS

Cut Score for the Simulator Evaluation: The Board's exam consultant Dr. Amanda Dainis of Dainis & Co. presented to the Board earlier in Closed Session the psychometric process for developing and evaluating the 2026 Marine Pilot Simulator Evaluation and provided a recommended cut score.

Motion: Kirtley/Buroker – Set the cut score as recommended by the BPC's psychometrics consultant and on the unanimous recommendation of the panel of subject matter experts for the 2026 Marine Pilot Simulator Evaluation – Carried.

BPC Training Program Manager Jolene Hamel announced that information regarding feedback and the appeal process will be distributed and posted to the BPC website by 5pm this evening.

Chair Tonn expressed the BPC's gratitude to the exam consultants, staff, and the many pilots who volunteered their time to develop the exam.

Pilot's Report of Marine Safety Occurrence: ASTOMOS VENUS, 04/17/2026

Underway from Vendovi South Anchorage.	At approximately 2115, an alarm in the wheelhouse rang out and the RPMs on the main engine began to decrease and then lost propulsion. Two tugs were called to bring the vessel to anchorage at Intalco and the vessel operated ahead and astern throughout the docking evolution without issue.	<u>Motion:</u> Farrell/Drennen – file as an MSO – Carried.
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Meeting Minutes.

Motion: Kirtley/Knutsen – approve the April 16 Regular Meeting Minutes as presented – Carried.

Committee Actions.

Trainee Evaluation Committee (TEC)

- **Training Program Agreements Puget Sound District – Captains Adams, Omdal & Sullivan.** TEC Chair Knutsen explained that the agreement and requirements for Captains Adams, Omdal, and Sullivan were mostly unchanged, with a minor revision that was highlighted regarding requiring a minimum of one round trip observation in any port or area before training.
Motion: Knutsen/Anthony – approve the Puget Sound Training Agreement and Requirements for Captains Adams, Omdal, and Sullivan as written with the one revision – Carried.
- **Pilot License Upgrade Program: Captain Matt Cassee.** The TEC met yesterday and reviewed the letter for Captain Cassee.
Motion: Knutsen/Tyler – approve the pilot license upgrade program for Captain Cassee – Carried. There are 2 pilots who recently upgraded leaving 10 pilots in their upgrading windows currently.
- Yesterday, the TEC met with most of the trainees for their 6-month check-ins and 2 trainees who received their plans for transitioning into Evaluation. With an upcoming licensure today, that leaves 7 trainees in Puget Sound. One is in Evaluation, and six are in Observation and Training. There are no trainees in Grays Harbor. All the trainees are making good progress, and the TEC expects one more to be ready for licensure next month, and two moving into Evaluation in July.
- Captain Knutsen advised that Trainees Bolton and Butterfield will be attending simulator training on May 26 and 27 with Captain Anthony. Captain Anthony invited any Board members to attend if they are able and would like to learn more about the simulator.
- The REC has reopened after a 76-day government shut down and the TEC is recommending that the Board approve a 3-month extension on the 8-month federal chart draw for those trainees remaining in that time period.
Motion: Knutsen/Drennen – approve the TEC recommendation to extend the 8-month federal chart requirement – Carried.
- The TEC has received feedback from the trainees on Hard-To-Get trips and rotation. The committee will be looking at that again in the coming month.
- **Consideration of Licensure of PSPD Pilot Candidate: Captain Derek Britton.** On behalf of the Trainee Evaluation Committee (TEC), TEC Chair Commissioner Knutsen stated that Captain Derek Britton has completed all sections of his Training Program Agreement including successful

Portable Piloting Unit (PPU) training and completion of his federal licensing requirements. The Board has received his TPTR Summary and all training comments. Captain Britton started training in October 2024 and completed 288 trips.

Motion: Knutsen/Farrell – issue Captain Derek Britton state pilot license #233 for the Puget Sound Pilotage District – Carried.

A 15-minute break followed to allow time for photos and to celebrate Captain Britton.

Pilot Safety Committee (PSC)

- PSC Co-Chair Commissioner Drennen advised that the PSC has made a recommendation to appoint a new co-chair, as Captain John Scragg attended his last meeting of the PSC at the end of last year. Commissioner Knutsen has volunteered to replace PSC Co-Chair Captain Scragg to best support the PSC.

Motion: Drennen/Anthony – approve Commissioner Knutsen as PSC Co-Chair – Carried with Commissioner Knutsen abstaining.

- The PSC's next meeting is in July.

Oil Transportation Safety Committee (OTSC)

- OTSC Chair Jaimie Bever reported that the committee met on both March 2 and April 22 for the purpose of reviewing the EIS findings that were set aside during the tug escort rule making process as considerations for voluntary mitigation measures. They were developed with two intentions in mind - spill prevention and vessel noise/mitigation behavior under the guidance of table 2 from the EIS, which is a summary of impacts and proposed mitigation by element of the environment. It was noted in the OTSC's recommendations that consideration should include tribal resources, plants and animals, and health and environmental health.

The first recommendation from the OTSC was to update the existing standards of care for the 5,000 to 40,000 deadweight ton escorted target vessels (including specific operational recommendations) and a more general standard of care expanded to all vessel operations in the vicinity of Southern Resident Killer Whales and mitigating potential impacts to them. Recommendation #2 was the same thing, except that it expands beyond Southern Resident Killer Whales to include other cetaceans as well.

After some discussion amongst Board members, an agreement on language was made. The approved recommendation language was as follows: The following recommendation was developed with two intentions in mind: 1) spill prevention and 2) vessel noise & behavior mitigation under the guidance of Table 2: Summary of Impacts and Proposed Mitigation by Element of the Environment of the Tug Escort Rulemaking EIS. Consideration of the recommendations should include impacts to Tribal resources, plants and animals, and environmental health.

1. Update the existing Standards of Care for: 5,000 to 40,000 DWT escorted target vessels, including specific operational recommendations; and
2. New (more general) Standards of Care expanded to all vessel operations in the vicinity of cetaceans, specifically Southern Resident Killer Whales.

Motion: Kirtley/Buroker – adopt the recommendation as drafted – Carried.

The Board thanked the OTSC members for all their valuable work on the committee. The next step is to submit these recommendations to the Puget Sound Harbor Safety Committee for further consideration.

Exemptions from Pilotage.

Motor Yacht LAST CALL – 132', 292 gt, Marshall Islands registry, Captain Aaron Pearce.

Motion: Anthony/Drennen – grant an annual exemption with no conditions – Carried.

Motor Yacht MIRA TWO – 110', 219 gt, Jamaica registry, Captains Firat Oral & Melvut Duman.

Motion: Farrell/Drennen – grant an annual exemption with the conditions of no Deception Pass or Duwamish Waterway – Carried.

Motor Yacht LADY K – 144', 442 gt, Cayman Islands registry, Captain Timothy Stanton Smith.

Motion: Farrell/Knutsen – grant an annual exemption with the conditions of no Deception Pass, Locks or Duwamish Waterway – Carried.

Pilot/Trainee Physical Examination Reports.

Motion: Knutsen/Tyler – approve the pilot physical examination reports for Captains D.W. Grobschmit, T.S. McGrath, P.E. Ninburg, J.C. Scragg, A.B Seamans and P.P. Mann for their annual pilot license renewals – Carried.

Motion: Knutsen/Drennen – approve the pilot pre-licensing physical examination report for Captain D.L. Britton for his annual license – Carried.

Motion: Anthony/Tyler – approve the new trainee physical examination report for Captain C.L. Omdal for his trainee license – Carried.

WAC 363-116-065 Number of Pilots. Chair Tonn introduced the discussion by recapping the process thus far. PMSA representative Captain Mike Moore was not present and asked that a statement written by him be read.

“Chair Tonn and Commissioners: Please review/consider my April 8, 2026 letter to the BPC which we hereby incorporate by reference.

- Please review/consider my April 22, 2026 communication to the BPC conveying PSP’s latest projection of assignments to be 6,971 in response to a UTC bench request
- Please recall that PMSA’s projection is 6,972 annual assignments
- Trailing 24 months of actual assignments averages more than the trailing 12 months since assignment trend has been decreasing.
- Using trailing 24-month metric through April 2026 = 14,319 which is 7,159.5 on annualized basis
- Current level is 56 working pilots (plus President)
- $7,159.5 \div 56 \text{ working pilots} = 127.8$ assignments per pilot and since this is an actual number it fully incorporates NFFD
- This number falls squarely in between 123 and 129 range of TAL set by the BPC

Conclusion: if current number of pilots are averaging assignments in the range set by BPC, then the BPC should set the number of pilots at that number until or unless conditions change”.

The group discussed that the callback job percentage, for which the Board has set a target of 5%, continued to exceed 5%. It was recognized that many factors go into the percentage including required training.

BPC Program Analyst Bettina Maki clarified the numbers in Captain Moore’s statement. Using 56 pilots and dividing the trailing 24 by 2 to get an annualized number of 7159.5 doesn’t subtract the president and the not-fit-for-duty pilots. When using 54 instead, the assignment number was 132.6 not 127.8. Bettina also confirmed that staff’s recommendation of 60 pilots is based on the range of projected assignments from 7134 to 7491.

Further discussion included an explanation of the differences between the assignment forecast PSP submitted to the BPC versus the number submitted to the UTC. PSP Executive Director Scott Brewen and PSP President Ivan Carlson explained that the UTC request was for the identified rate year, which was a fiscal year beginning July 1, 2026 and ending June 30, 2027. The BPC request was for the trailing 24 months adjusted for known and measurable changes using March 1, 2026 as the date.

There was some concern that the BPC won’t be able to license 60 pilots based on the rate of training program completion and retirements. Commissioner Anthony responded that 60 could be reached within the year. While there are a few known retirements, there are 3-4 trainees that will likely be ready for licensure early next year. It was noted that the anticipated retirements are voluntary not mandatory.

Commissioner Kirtley pointed out that even if the Board used PMSA’s projected forecast of 6972, divided by a TAL of 123 plus not-fit-for-duty and president, the number is 59. The decision in front of the Board was differentiating between 59 and 60. She added that the conversation has not been about delays, which she saw as a big driver in efficiency and staffing for a while. Bettina added that there will likely always be delays going forward as they are now being meticulously tracked, whereas they were not prior to COVID.

Commissioner Knutsen wanted to be sure that the number of pilots chosen by the Board did not restrict the training program due to perceived economic impacts, as that was outside of the Board’s role. He

described the delicate balance of trainees in the training program and when to start them based on projected retirements.

Commissioner Buroker inquired from the industry reps about the risk of a shortage of pilots versus having too many on them. Commissioner Drennen responded that it was a balance with efficiency when dollars were involved. Pilots cost money and delays cost money. Commissioner Tyler commented on the financial burdens and obvious trend of a downward spiral in ship traffic. Commissioner Anthony added that expecting 10% callbacks was a big ask of the pilots by the Board. E.D. Bever confirmed that the Board-approved target for callbacks was 5%.

After a bit more discussion using available data, Chair Tonn asked for public comment. There was none and she then asked for a vote.

Motion: Anthony/Knutsen – accept the staff recommendation to stay at 60 authorized pilots in the Puget Sound Pilotage District – Carried with Commissioners Farrell, Tyler, and Drennen opposed.

Chair Tonn thanked everyone for the good discussion with the reminder that the number will be revisited in two years or sooner if requested. Also, the Board will track the status via the monthly data reports prepared and shared by BPC staff. Commissioner Lee added that the BPC has an exceptional quality of training for those in the pipeline. Commissioners Anthony and Knutsen found the 065 process to be very smooth, more organized, and mathematical, which made it easier on everyone. The Board thanked Bettina for her good work with data preparation and presentation.

Committee Updates.

Pilotage Act Advisory Committee (PAAC)

- The committee met and reviewed the pros and cons of the RCW language options. They plan to vote on a recommendation at the next meeting on June 25th and will also be reviewing a proposal from Fred Felleman regarding a waiver program as an alternative to the current legislation. A recommendation will be presented to the Board at the July meeting.

Terminal Operations Work Group (TOWG)

- The group met earlier this month and reviewed accomplishments and future work. They agreed that meeting twice a year would help keep forward progress.

Diversity, Equity, and Inclusion Committee (DEIC)

- The DEIC worked on the vision statement that will be used in BPC messaging regarding diversity, equity, inclusion, and belonging. The statement was presented to the Board for review and adoption.

Motion: Farrell/Tyler – adopt the DEIC vision statement recommendation– Carried

- The committee will meet again to review the committee charter before the next Board meeting on June 18.

Pilot Exam Committee (PEC)

- Chair Tonn offered sincere congratulations to everyone who worked on the Pilot Exam Committee and assisted in any way in helping make the 2026 Marine Pilot Exam a success.
- The committee will have a debrief meeting to look at successes and challenges along with lessons learned for the next exam.

Confirmation of Next Regular Meeting Dates. Chair Tonn reminded everyone that the next meetings will be June 18 and July 16 at 11:00am, as well as August 20 in Grays Harbor. 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 2:35 p.m.

Respectfully submitted,

Jaimie C. Bever, Executive Director

Sheri J. Tonn, Chair

Eleanor Kirtley, Vice Chair

Commissioner Andrew Drennen

Commissioner Severin Knutsen

Commissioner Jason R. Hamilton

Commissioner Timothy J. Farrell

Commissioner Lee Tyler

Commissioner Michael Anthony

Commissioner Tom Buroker

WASHINGTON STATE
BOARD OF PILOTAGE COMMISSIONERS
MEETING AGENDA

May 21, 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

CLOSED SESSION

Consideration of Matters Relative to the 2026 Marine Pilot Examination and Training Program

1200 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)

NEW BUSINESS *(Public comment accepted)*

4. Board Action – Presentation by Dainis & Company, Exam Consultant
 - i. Board Action – Cut Score for the Simulator Evaluation
5. Board Action – MSOs
 - a. ASTOMOS VENUS 04/17/2026 PS
6. Board Action – April 16, 2026 Regular Meeting Minutes
7. Board Action – Committee Recommendations:
 - a. Trainee Evaluation Committee (TEC)
 - i. Board Action – Training Program Agreements PS District – Captains Adams, Omdal & Sullivan
 - ii. Board Action – Pilot License Upgrade Program: Captain Matt Cassee
 - iii. Other Committee Updates
 - iv. Board Action – Consideration of Licensure of PSP Candidate: Captain Derek Britton

15-MINUTE BREAK

- b. Pilot Safety Committee (PSC)
 - i. Board Action – Committee Membership & Co-Chair Recommendation
 - ii. Other Committee Updates
- c. Oil Transportation Safety Committee (OTSC)
 - i. Possible Board Action – Voluntary Mitigation Measure Recommendations

ii. Other Committee Updates

8. Board Action – Request for Vessel Exemption:

- a. Motor Yacht *LAST CALL* New (132 FT, 292 GT)
- b. Motor Yacht *MIRA TWO* Returning (110 FT, 219 GT)
- c. Motor Yacht *LADY K* New (144 FT, 442 GT) INTERIM

9. Board Action – Pilot/Trainee Physical Examination Reports

10. Board Action – WAC 363-116-065 Number of Pilots

11. Committee & Work Group Reports:

- a. Pilotage Act Advisory Committee (PAAC)
- b. Terminal Operations Work Group (TOWG)
- c. Diversity, Equity, and Inclusion Committee (DEIC)
- d. Pilot Exam Committee (PEC)

12. Upcoming Meeting Dates:

Thursday, June 18, 2026 at 1100 – Regular Meeting (Hybrid – Teams/2901 Building)	Thursday, July 16, 2026 at 1100 – Regular Meeting (Hybrid – Teams/2901 Building)	Thursday, August 20, 2026 at 1100 – Regular Meeting (Hybrid – Teams/Port of Grays Harbor
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13. Public Comment

14. 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

SPRING 2026

Announcements

Exam Updates

The exam process began on April 13 with the Knowledge Test (written) and will continue with Simulator Evaluations the week of April 27.

The BPC would like to thank the pilots who have been working hard behind the scenes alongside the BPC's consultants on exam development.

*We couldn't do this
important work
without you!*

Licensures

Congratulations to newly licensed pilots Captain Lucas Shuler in the PS District and Captain Ryan Campbell in the GH District!!

Captain Lucas Shuler (right) with his son and Chair Tonn.

Captain Ryan Campbell (right) with his son and Chair Tonn.

Conference Recap

The BPC looks forward to sponsoring and attending various conferences throughout the year.

Women on the Water, February 7-10

Greats Lakes Maritime Academy were the proud presenters of the 2026 Women on the Water conference, held at MITAGS in Maryland. BPC Chair Sheri Tonn and Executive Director Jaimie Bever were in attendance for this valuable conference, which brings together maritime academy cadets from all over the country.



Cadets from various maritime academies and Vice Admiral and former USMMA Superintendent Joanna Nunan.

Women in Maritime Leadership, March 13-14

Washington state pilotage was well-represented at Cal Poly Maritime Academy's Women in Maritime Leadership Conference. BPC's Marine Environment representative, Dr. Eleanor Kirtley, attended the conference and spoke on the *Future of our Seas: A New Horizon* panel where she was able to share insights into the "evolving future of the world's oceans, from climate challenges and ecosystem preservation to advances in maritime technology", per the conference brochure. Former BPC Pilot representative and Puget Sound pilot Captain Sandy Bendixen spoke about her experience as a woman in a masculine dominated industry on the panel *Beyond the Stereotype: Redefining Femininity in a Digital Maritime Era*. In addition, she and Captain Pat Ninburg, provided valuable one on one time with cadets. Thank you all for attending!



From left: Captain Sandy Bendixen, Eleanor Kirtley, Jolene Hamel, and Captain Pat Ninburg at the WIML conference.

Tug Escort Rule Effects Assessment

With the [tug escort rulemaking](#) in the rearview mirror, the BPC and Ecology are now getting ready for the next legislative milestone, which is to, by [October 1, 2028](#), and at least every 10 years thereafter, determine whether [updates to the 2025 tug escort](#) rules are necessary. That assessment must include: analysis of the effects of the rule on vessel traffic patterns and oil spill risk in the Salish Sea, analysis of whether experience or forecasted changes to vessel traffic patterns or oil spill risk necessitate an update to the rule, modeling from Ecology's risk model, consultation with the USCG and potentially affected federally recognized Tribes, and may include vessel traffic data, vessel accident and incident data.

At the February meeting of the BPC, the Ecology rule assessment team presented on this work. That presentation can be found on the BPC website [here](#).

Phase & Proposed Timeline	Milestones
Phase 1 – Scoping (Through Summer 2026)	• Research Design approved • Scope of Work approved (ECY and BPC) • Model updates ongoing, exploratory research underway • Communications Plan complete • Formal consultation initiated with Tribes, USCG • Initial Tribal Government and stakeholder workshops, meetings with BPC and others as requested
Phase 2 – Technical Work & Write Up (Summer 2026 – Fall 2027)	• Rule effects assessment and associated model technical updates complete • Written materials defined and underway • Communications strategy ongoing
Phase 3 – Decision Support (Summer 2027 – May 2028)	• Communicate rule effects assessment results • Facilitated process with BPC on decision to pursue rulemaking • May 1, 2028: Target decision date

If you have any questions, please contact BPC Executive Director Jaimie Bever at jaimie.bever@wsdot.wa.gov or ECY Point of Contact Brittany Flittner at Brittany.flittner@ecy.wa.gov

Another Record-Breaking Cruise Season

The Board welcomed Stephanie Jones Stebbins, Port of Seattle Maritime Division Managing Director, to the March 19 Regular Public Meeting. She provided an update regarding the upcoming 2026 cruise season, which will be another record breaker with 330 calls expected. Among the expected vessels are two new Europe-based cruise customers – MSC Cruises and Virgin Voyages. Find the presentation slides [here](#).

Star Princess



- Second vessel in the Sphere-class; sister to Sun Princess
- Launched: October 2025
- Capacity: 4,300 double occupancy guests, 1547 crew
- Shore power-equipped

In addition to the new customers, the Port will welcome, the *STAR PRINCESS*, Seattle's first liquified natural gas (LNG) cruise ship. Seaspan Energy bunkering vessels will provide the refueling service and will be piloted by Puget Sound Pilots, who are currently training for the service.

Legislative Wrap-up

The 2026 Regular Session of the Washington State Legislature adjourned sine die on March 12. The BPC is happy to share that HB 2436 concerning requirements of oil tankers operation in restricted waters was signed into law on March 5. Find out more about this bill [here](#).

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.

District Snapshots

Puget Sound



Retirements:

There were no retirements in the first quarter of 2026

License Upgrades to Unlimited:

Severin Knutsen

Congratulations, Commissioner Knutsen!



Training Program:

Currently training are Captains Britton, Boullion, Woodworth, Bolton, Butterfield, Aherns, Anderson, and Rogers. Captains Adams, Omdal, and Sullivan will begin training on June 1, 2026.



Pilot Trainee Jason Woodworth (left) and Supervising pilot Chris Rounds (right) at the Intalco dock in Ferndale, WA. Courtesy of Puget Sound Pilots.

Grays Harbor



Training Program:

There are currently no trainees in Grays Harbor.



Washington State Board of Pilotage Commissioners

Quarterly Key Performance Indicators Dashboard

12 MONTHS ENDING: Mar 31, 2026

Safety

Rest Rule Exceptions

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

2025 Q2	2025 Q3	2025 Q4	2026 Q1
0.06% ✓ 1757 assigns 1 rest exc.	0.10% ✓ 1945 assigns 2 rest exc.	0.24% ✓ 1672 assigns 4 rest exc.	0.00% ✓ 1632 assigns 0 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.

Grays Harbor District
KPI target: 1 or less per year

2025 Q2	2025 Q3	2025 Q4	2026 Q1
0 ✓ 68 assigns 0 rest exc.	0 ✓ 64 assigns 0 rest exc.	0 ✓ 80 assigns 0 rest exc.	0 ✓ 98 assigns 0 rest exc.

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.

Unsafe Transfer Arrangements Resulting in Fall or Injury

KPI target: 0

2025 Q2	2025 Q3	2025 Q4	2026 Q1
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 Q2	2025 Q3	2025 Q4	2026 Q1
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 Q2	2025 Q3	2025 Q4	2026 Q1
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 Q2	2025 Q3	2025 Q4	2026 Q1
Apr 22 ✓ Jun 30 ✓ DEI Steering Committee	Aug 11, 25 ✓ Sep 8, 22, 29 ✓ Exam Messaging	Oct 6, 20 ✓ Nov 17 ✓ Dec 1, 15 ✓ Exam Messaging	Jan 12, 26 ✓ Feb 23 ✓ Mar 9, 23 ✓ Exam Messaging

DEI Events Attendance and/or Sponsorship (yearly)

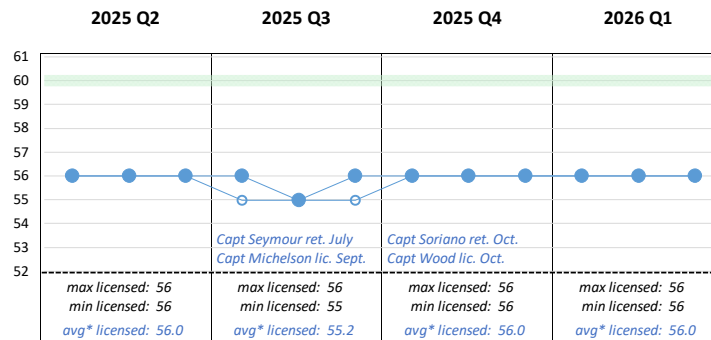
KPI target: 3 events per year or more

	Year	Date	Event	Location	Atten.	Spons.
1	2025	May 21	Women Offshore Maritime Leadership Sum	Houston TX	✓	
2	2025	Jun 4-11	DEI Empowerment Conference	Online	✓	
3	2025	Oct 8-10	Women Offshore Conference	Houston TX	✓	✓
4	2026	Feb 7-10	Women on the Water	Baltimore MD	✓	✓
5	2026	Mar 13-14	Women in Maritime Leadership	Vallejo CA	✓	✓

Pilot Training and Licensing

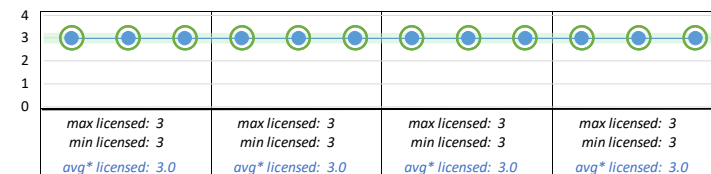
Number of Licensed Pilots

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



*average takes into account mid month retirements & licensures -- it is calculated using aggregate licensed days of all pilots

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



*average takes into account mid month retirements & licensures -- it is calculated using aggregate licensed days of all pilots

■ KPI Target = authorized number of pilots (60)

○ Minimum this month

● Maximum this month

○ KPI Target Met

■ KPI Target = authorized number of pilots (3)

○ Minimum this month

● Maximum this month

○ KPI Target Met

PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

Apr-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:	556		Cancellations:		6				
Total ship moves:	550	Cont'r:	149	Tanker:	186	Genl/Bulk:	117	Other:	98
Assignments delayed due to unavailable rested pilot:			7			Total delay time:	7.5	hours	
Assignments delayed for efficiency reasons:			20			Total delay time:	45.25	hours	
Billable delays by customers:			29			Total delay time:	80	hours	
Order time changes by customers:			122						
2 pilot jobs:	18	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS						
Day of week & date of highest number of assignments:				Friday 4/3, Tuesday 4/28				28	
Day of week & date of lowest number of assignments:				Wednesday 4/8, Monday 4/20				10	
Total number of pilot repositions:	124	Upgrade trips	17	YTD	48				
3 consecutive night assignments:	26	YTD	105						

Callback Days/Comp Days

	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2263	47	50		2260
Unlicensed	204			15	189
Total	2467				2449

On watch assignments	504	Call back assignments	52	CBJ ratio	9.35%
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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-Apr	1-Apr	Seattle	MITAGS	Azipod Refresher	COL, HAM, JEN, MYE*, NIN		
2-Apr	2-Apr	Seattle	MITAGS	Azipod Refresher	HUP, KEP, KNU*, MYE*, ROU		
13-Apr	13-Apr	Seattle	MITAGS	Azipod Simulator	BOU*, COL*, MYE		
16-Apr	16-Apr	Seattle	MITAGS	Azipod Refresher	CAJ, GRK, KLA, MEL, MYE*		
29-Apr	29-Apr	Seattle	MITAGS	Azipod Refresher	GAR, GRD*,KEN*,MYE, SID		
1-Apr	30-Apr			Upgrade Assignments On Duty	FLE(4on*), GAR*, MAN*, MAM*, MIE(2on*), SCS*		
1-Apr	30-Apr			Upgrade Assignments Off Duty	BOS, FLE(2off), GAR, MIE, MIJ, SCS		
					* On Watch	Off Watch	** paired to assign.
					18	22	

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-Apr	1-Apr	Tacoma	BPC	Investigation, DEI	KNU*
1-Apr	1-Apr	Seattle	BPC	DEI	FLE*
1-Apr	2-Apr	Lithicum, MD	PSP	Outreach	MEL(2on*)
1-Apr	1-Apr	Seattle	PSP	FIFA	COL
1-Apr	1-Apr	Seattle	PSP	QuietSound	KEW

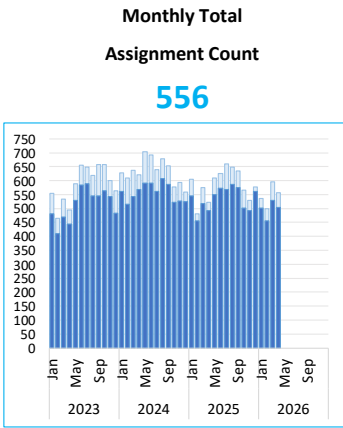
Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees		
7-Apr	7-Apr	Seattle	PSP	Pilot Safety	ANA*, RID		
8-Apr	8-Apr	Seattle	PSP	FIFA	COL*, HAM		
9-Apr	9-Apr	Seattle	PSP	Administrative, Transportation, NWSA	KLA*		
9-Apr	9-Apr	Seattle	PSP	NWSA	COL*		
9-Apr	9-Apr	Seattle	PSP	Transportation	BOS*, MCN*, MYE, RID		
10-Apr	10-Apr	Seattle	PSP	Ladder Safety	HAM		
14-Apr	14-Apr	Seattle	PSP	Pilot Boat	COR*, MAN, ROU*, SEM*		
14-Apr	14-Apr	Seattle	PSP	Ladder Safety	BEN*, HAM, MEL*		
15-Apr	15-Apr	Seattle	BPC	TEC	BOZ*		
15-Apr	15-Apr	Seattle	BPC	TEC, BPC Prep	KNU		
15-Apr	15-Apr	Seattle	BPC	BPC Prep	ANT, HAM		
15-Apr	15-Apr	Seattle	PSP	NWSA	STA*		
16-Apr	16-Apr	Port Angeles	PSP	Pilot Boat	ROU*		
16-Apr	16-Apr	Seattle	BPC	BPC	ANT, HAM*, KNU		
20-Apr	20-Apr	Seattle	BPC	OTSC	BOU*		
20-Apr	20-Apr	Seattle	PSP	BOD Agenda Prep	GRK, HAM*		
21-Apr	21-Apr	Seattle	PSP	Rate Committee	KNU*		
21-Apr	24-Apr	Anchorage	PSP	West Coast Pilot Conference	ANA(4off), ANT(2on*,2off), BEN(4off), GRK(2on*,2off), MAM(4off), MEL(4off), NIN(1on*,3off)		
21-Apr	21-Apr	Anchorage	PSP	West Coast Pilot Conference	HAM*, MCG		
22-Apr	22-Apr	Seattle	PSP	Rate Committee, PAAC	KNU*		
22-Apr	22-Apr	Anchorage	PSP	West Coast Pilot Conference, PAAC	HAM*, MCG		
23-Apr	24-Apr	Anchorage	PSP	West Coast Pilot Conference	HAM(2on*), MCG(2on*)		
23-Apr	23-Apr	Seattle	PSP	Rate Committee	KNU**		
23-Apr	23-Apr	Olympia	PSP	Refman, Port of Olympia	SID, STA*		
26-Apr	27-Apr	Seattle	BPC	BPC Exam Simulator Evaluation	BEN(3on*,2off), KNU(5on*), MOO(5on*)		
27-Apr	27-Apr	Tacoma	PSP	Pilot Boat	COR, MAN*, ROU*		
27-Apr	27-Apr	Seattle	PSP	Star Princess LNG Bunker Review	BOU		
29-Apr	29-Apr	Seattle	PSP	Rate Committee	MCG*		
30-Apr	30-Apr	Seattle	PSP	BOD PPU Presentation	SEA*		
30-Apr	30-Apr	Seattle	PSP	BOD	BOS*, GRK*, HAM*, KEP, MCG*, MIL		
					* On Watch	Off Watch	** paired to assign.
					56	47	1
Safety/Regulatory							
Outreach							
Administrative							
C. Other (i.e. injury, not-fit-for-duty status, COVID risk)							
Start Dt	End Dt	REASON	PILOT				
1-Apr	30-Apr	NFFD	VON				
Trailing 24 months revenue assignments 14,319							
Call back job ratio during the last 24 months (May 2024-April 2026) 9.76%							

Puget Sound District
Activity Report Dashboard
2026 April

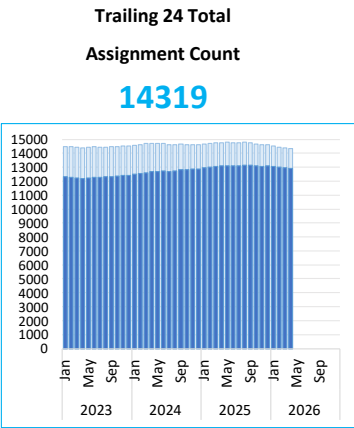
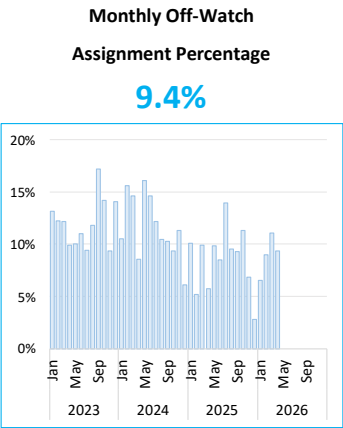
PS District
Trainees
8

Licensed Pilots
Including President
57

Lucas Shuler was licensed in April, so
number of licensed pilots increased to 57.



504 On-Watch (dk blue), 52 Off-Watch (lt blue)



12922 On-Watch (dk blue), 1397 Off-Watch (lt blue)

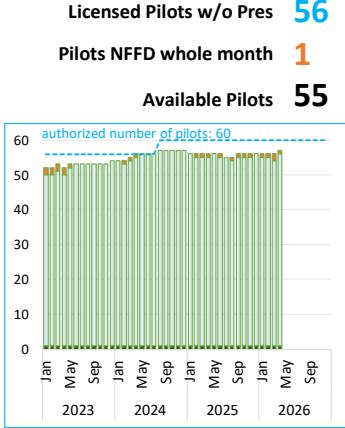
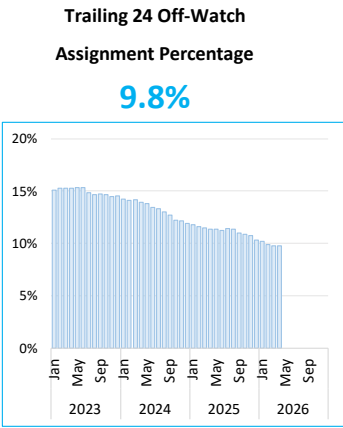
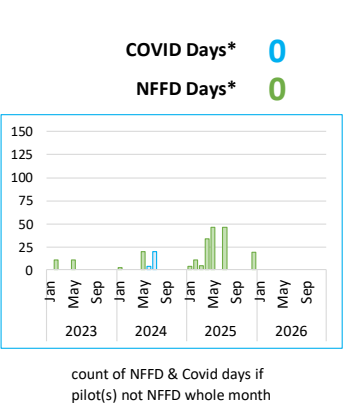
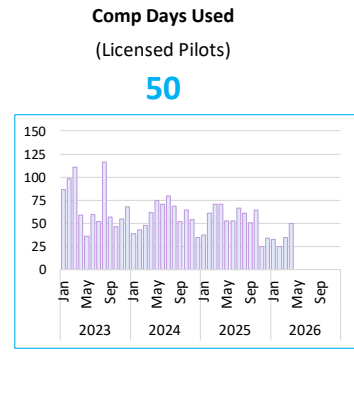
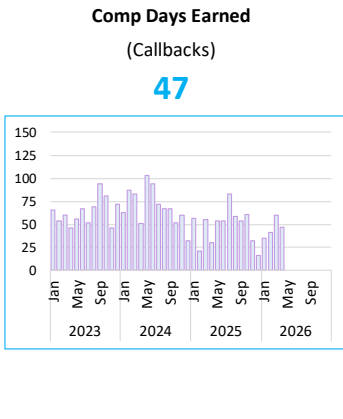
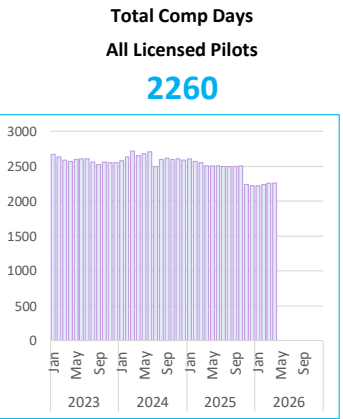
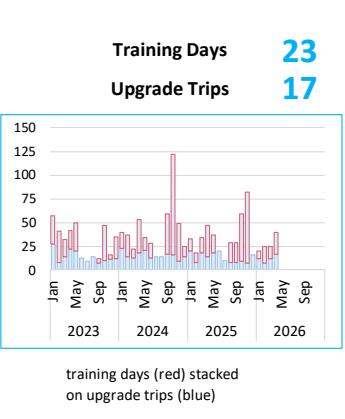


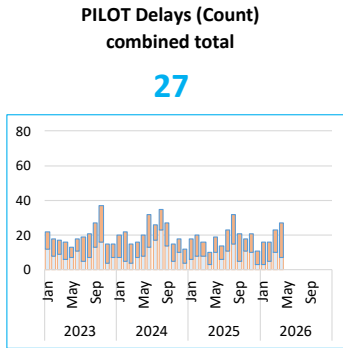
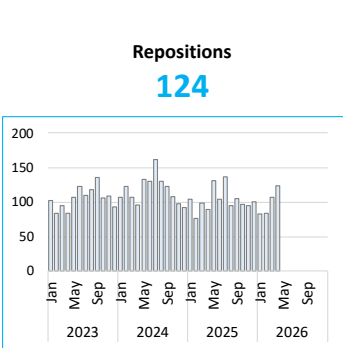
chart also includes president (1 pilot)



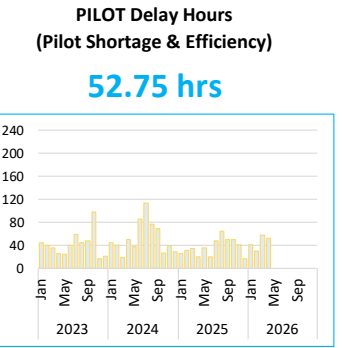
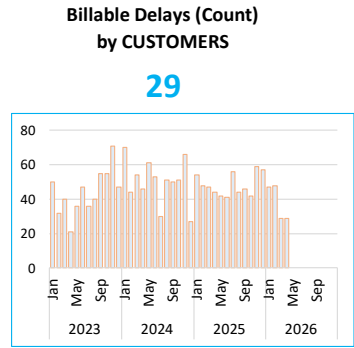
count of NFFD & Covid days if
pilot(s) not NFFD whole month



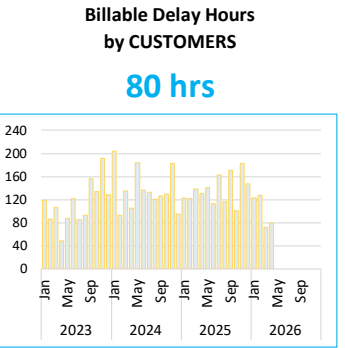
training days (red) stacked
on upgrade trips (blue)



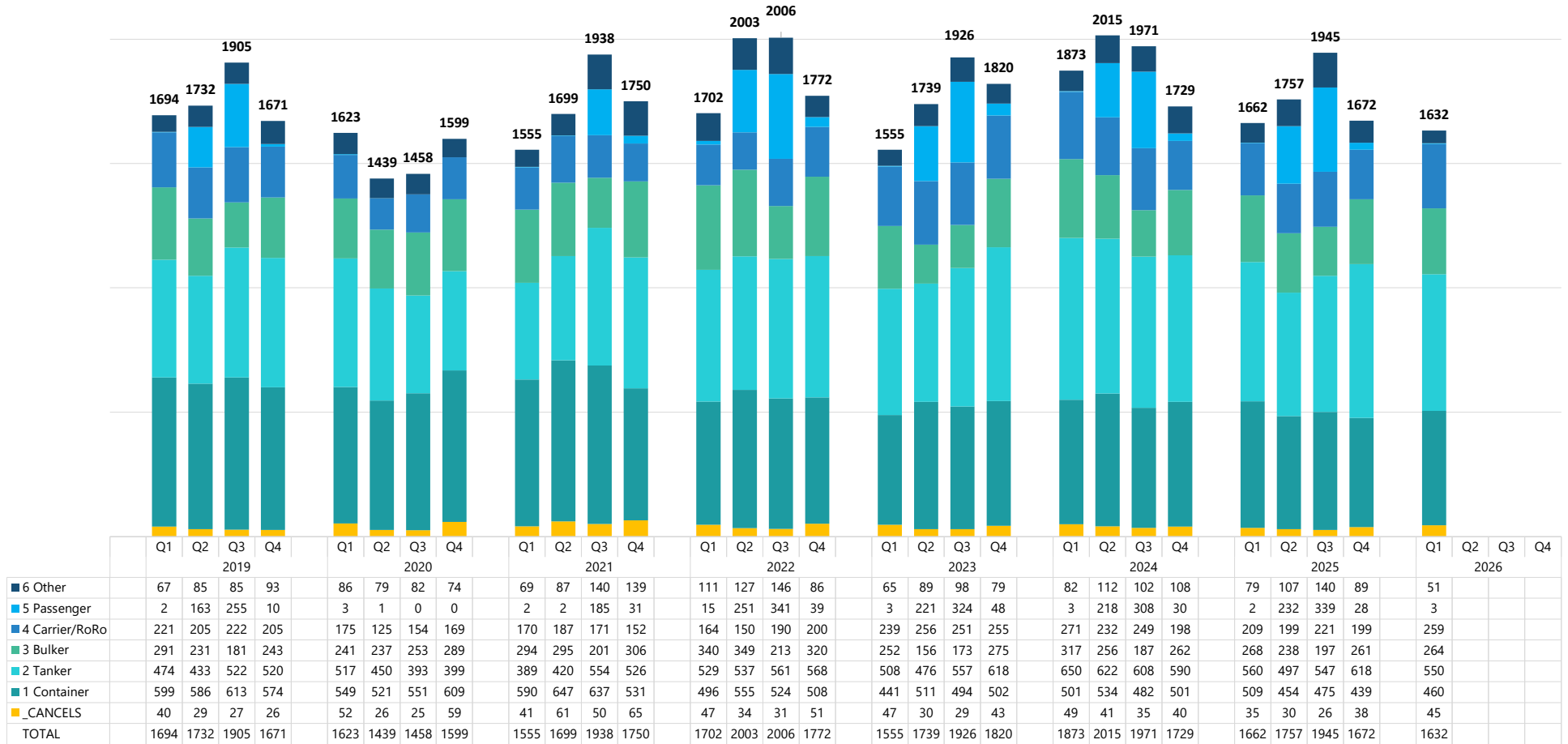
efficiency delay counts stacked on top
of pilot shortage delay counts on bottom



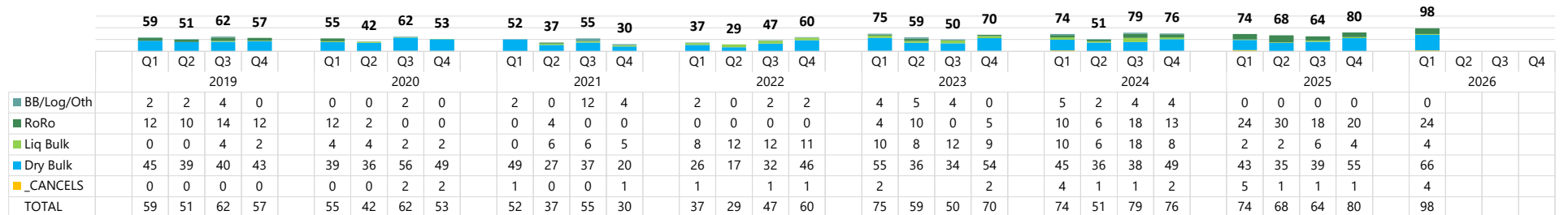
total pilot delay hours (not separated into
efficiency & pilot shortage components)



Puget Sound Pilotage District Assignments 2019-2026
quarterly, by vessel type, including cancellations



Grays Harbor Pilotage District Assignments 2019-2026
quarterly, by vessel type, including cancellations



Port of Grays Harbor

Pilotage Report

May 21, 2026

Pilotage Activity

There were a total of 10 arrivals in April (6 dry bulkers and 4 RoRo's). This equated to 22 jobs. For comparison last year, there were 10 arrivals for a total of 25 jobs in April.

Year to date through April there have been 43 arrivals for a total of 120 jobs. This compares to last year where we had 37 arrivals for a total of 99 jobs for the same period.

The May schedule shows 14 arrivals: 8 dry bulkers, 2 liquid bulker and 4 RoRo's.



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

2901 Third Avenue, Suite 500 | Seattle, Washington 98121 | (206) 515-3904 | <https://pilotage.wa.gov>

**OTSC RECOMMENDATION REGARDING
TUG ESCORT VOLUNTARY MITIGATION MEASURES**

May 21, 2026

Introduction

The BPC Oil Transportation Safety Committee (OTSC) met on March 2, 2026 and April 22, 2026. The purpose of these two meetings was to review EIS findings, which were set aside during the tug escort rulemaking process, as considerations for voluntary mitigation measures the Board could recommend to the Puget Sound Harbor Safety Committee (PSHSC). The OTSC voted unanimously for both recommendations to be presented to the Board.

The following recommendations were developed with two intentions in mind: spill prevention and vessel noise/mitigation behavior under the guidance of [Table 2 Summary of Impacts and Proposed Mitigation by Element of the Environment](#) of the Tug Escort Rulemaking EIS. Consideration of the recommendations should include impacts to Tribal resources, plants and animals, and environmental health.

Recommendation 1:

1. Update existing Standards of Care for: 5,000 – 40,000 DWT escorted target vessels, including specific operational recommendations.
2. New (more general) Standards of Care expanded to all vessel operations in the vicinity of **Southern Resident Killer Whales**

Recommendation 2:

1. Update existing Standards of Care for: 5,000 – 40,000 DWT escorted target vessels, including specific operational recommendations.
2. New (more general) Standards of Care expanded to all vessel operations in the vicinity of Southern Resident Killer Whales and **other Cetaceans**.

There are currently 2 Standards of Care being considered by the PSHSC, as proposed by their corresponding subcommittees at the May 6, 2026 PSHSC meeting. An update of these proposals will be given at the May 21 Board meeting.

1. Circumvention of nearby orcas from light tugs and ATBs – a vote was to be taken via email after a clean version of recommended changes was circulated to the voting body of the PSHSC.
2. Tribal Fishing Mitigation - a vote was to be taken via email one week after a clean version of recommended changes and additional input was incorporated by and circulated to the voting body of the PSHSC.



**STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS**
2901 Third Avenue, Suite 500 | Seattle, Washington 98121 (206) 515-3904 | <https://pilotage.wa.gov>

Meeting Minutes – Oil Transportation Safety Committee (OTSC)

March 2, 2026 1:00pm – 3:00pm

Via MS Teams

ATTENDEES:

Jaimie Bever (Chair/BPC), Andrew Drennen (Commissioner/BPC), Blair Bouma, (Pilot/PSP), Jeff Slesinger (Tug Industry/Delphi Maritime), Antonio Machado (Oil Industry/WSPA), Lillie Wightman (Tug Industry Alternate/AWO), Jim Peschel (Tug Industry Alternate/Vane Brothers), Fred Felleman (Environment/Friends of the Earth), Rein Attemann (Environment Alternate/WCA), Sara Thompson (Ecology), Brittany Flittner (Ecology), Lovel Pratt (Environment Alternate/Friends of the San Juans), Chloe Donaldson (Tribal/Port Gamble S'Klallam Tribe)

WELCOME & INTRODUCTIONS

Jaimie greeted the attendees. She introduced BPC U.S. Flag Shipping Representative Commissioner Andrew Drennen and Environmental Program Manager with the Port Gamble S'Klallam Tribe Chloe Donaldson. She announced that the Coast Guard would not be joining due to lack of federal funding. Jaimie then reviewed the agenda with the group and introduced the Ecology team assisting with the mitigation measures, Sara Thompson and Brittany Flittner.

RULE ADOPTION

Jaimie reviewed the BPC-adopted tug escort rule and shared the BPC's implementation [webpage](#). The Board adopted the new rule on November 20th during our Regular Public Meeting and then it went into effect on December 21st of 2025. She reported that the Board had received very few questions, mostly at the beginning of implementation and mostly about specifics of the pre-escort conference.

The next part of the meeting involved review of identified potential mitigation measures that came up during the rulemaking and/or the EIS, along with rationale/comments from the OTSC at the time.

RECOMMENDATIONS FOR MITIGATION LANGUAGE IN THE WAC

Standalone WAC Language. There were no initial recommendations by the OTSC for this mitigation measure. It was determined that the PSHSC SOC were too specific to reference directly in the WAC, the SOC have not been updated to address the target escorts yet, it was better not to include unenforceable language in the WAC, and the benefit of putting mitigation measure outside the WAC was that they can be more easily updated on a different platform.

Jim asked if there was a state-provided template for the pre-escort conference topics. Jaimie responded that the Board did not provide a template to allow flexibility for industry. Blair offered that the pilots already have a master/pilot exchange checklist. He personally has added the components of the checklist on the back. He added there are a few different templates the pilots use and that tanker companies most likely have their own templates. Fred suggested that the pilots and tug operators compare notes and try to align as much as possible. Jeff offered that AWO members would be extremely reluctant to distribute

operational procedure requirements to their members. They could, however, be engaged in facilitating discussion among member companies. Sara suggested that the BPC could think of it as an implementation tool that could be put on the website, to use if needed.

RECOMMENDATIONS FOR MITIGATION LANGUAGE TO INCLUDE IN A FUTURE LETTER FROM THE BPC TO THE PUGET SOUND HARBOR SAFETY COMMITTEE

Ask HSC to review their Tanker Escorts Standards of Care (SOC) applicability to section to determine how to address escorts of 5,000-40,000 DWT vessels. Fred asked for the current SOC to escort through the study area. Blair responded that the current SOC in the Harbor Safety Plan was for 40,000 DWT and up. The 5,000 to 40,000 DTW vessels are not addressed currently. Fred and Blair had a brief discussion regarding the escorting speed of 10 knots and whether that was appropriate for the new category of vessels. Fred wondered Harbor Safety Committee should conduct a re-evaluation of that practice. Blair thought that it was an appropriate transiting speed. Fred suggested adding a section to the recommendation letter that the group is recommending adding this new class of vessels specifically for each section, not just expanding the deadweight tonnage. Jim cautioned that it would be ambitious to go over 10 knots with a laden barge pushed by a tug, so this suggestion wouldn't affect his operation. Blair agreed, adding that some ATBs can go over 10 knots.

Consider SOC for commuting escort tugs to reduce speed to 10 knots when near SRKWs and other marine mammals where safe and practical to do so. Blair informed the group that there was not currently a SOC for commuting tug speed. Fred suggested that the group recommend a committee be convened to look at the SOC for operating around cetaceans in general. He acknowledged that it was the OTSC's role to recommend actual practices.

Jim asked about anchoring lighting and noise guidelines. He believed there was already a SOC to minimize noise and light at night. He wondered if the measure was specific to cetacean presence. Sara responded that yes, those were already in the SOC and that the EIS was basically giving the practice a thumbs up. She also added that there was a SOC group getting together to talk about tug escorts and SRKWs and that they could be making recommendations on a similar timeline as the OTSC. Fred expressed concern that the Marine Mammal Group Sara had referenced may have too narrow a focus not utilizing the resources of the group. Rein wanted to stress that the regulation of 1,000 yards distance of SRKWs could be included in the recommendation.

Blair wanted to make sure the group understood that most of the time when escort tugs are commuting, they are going at an economy speed to save fuel. Per Rein, the speed threshold for vessels impacting SRKWs successful foraging was 2-4 knots. He recommended that when they are in the vicinity of SRKWs, the speed requirement be reduced to 3-5 knots. Fred went back to the idea of having the Marine Mammal Group deal with those types of recommendations but suggested the group cite the laws. Blair felt that the escort recommendation was just about escorting and effective escorting. There could be a separate SOC about how to behave around whales. Sara suggested that the Harbor Safety Committee would probably be the place where these types of determinations would be made, but the OTSC/BPC can recommend that they consider speed in addition to other things identified through this process. Blair added that it should also be known and measurable. He also wondered about even trying to regulate the behavior of "commuting tugs" and suggested that some definitions might be necessary.

Fred stated that he wasn't suggesting the BPC tell the HSC how to organize the plan, just to look at the various mitigation measures together, making sure they don't conflict and have synergy where possible.

He reminded the group that the goal is to reduce impacts to marine mammals, particularly the critically endangered Southern Resident Killer Whales. He suggested informing mariners about good etiquette around whales and their acoustic sensitivity. He felt that since this effort was part of the tug escort rulemaking, what the tugs were doing between escorting was worthy of consideration.

Jeff wondered, based on what Sara had said, if the group was too far in the weeds, confusing its work with the work of the HSC. His other comment was that the work was not going to be easy for the HSC, as there will be much to sort through. He reiterated that the group's job was to recommend what they should be looking at when they are conducting their review.

Jaimie restated Fred's proposal for a higher-level marine mammal mitigation recommendation that would include commuting tugs and possibly other topics from today's meeting possibly including speed, distance, etc. The group will come back to this topic later in the agenda.

Sara suggested that another consideration could be to ask the HSC to look at the mitigation table in the EIS and decide for themselves what of those items would be considered in the SOC.

Support for the Tribal Fisheries Lost Gear Subcommittee and encourage participation from relevant industry. The PSHSC Lost Gear Subcommittee will be making a recommendation to the HSC at their next meeting in May. Sara mentioned that there was a proposal to keep the PSHSC Lost Gear Subcommittee active or at least do some sort of recurring review. The OTSC agreed to support the ongoing efforts of that subcommittee.

Express support for continuing conversations about tribal fishing interactions. This could include a discussion or standard of care on how best to find sport, commercial and tribal fisheries information. Fred suggested similar messaging as above, that the OTSC supports the ongoing work. Jim cautioned that he may not support 100% the findings of that work group, but he did encourage continued participation.

Once the rule is adopted, recommend that the BPC draft an open letter to escort operators with best practices for escort tugs and operators while actively escorting and/or commuting to and from escort of target vessels. The recommendations included measures such as limit waiting time at rendezvous points to reduce interactions with tribal fishing, comply with marina/port-specific best practices regarding discharge that could affect water quality, consider having a crew member on the escort tugs to watch for marine mammals, consider agreements (or other way of improving communication) to notify interested tribes of tug routes to avoid impacts, participate in the ECHO Program and Quiet Sound trials when commuting to and from escort jobs. Jaimie cautioned, regarding the list of recommendations, that the Board was the regulatory authority, and while there are subject matter experts on the Board, they do not typically regulate best practices for how pilots or tugs conduct their operations. Andrew agreed that this should be something for the HSC to take up. The BPC can support those efforts and make recommendations. But, as a Board member, he didn't believe the BPC should get into specifics. Blair expressed agreement that SOC additions shouldn't be too granular and should leave room for some operator discretion. He agreed with encouraging the HSC to consider the EIS and then let them make their decisions.

Regarding the recommendation for crew lookout, Jim stated that the International Collision Regulations already mandate appropriate lookouts and wondered if this recommendation was asking for above and beyond that. Brittany responded that in looking through the EIS, she noted that a few of the proposed

mitigation measures were just to ensure compliance with existing requirements. Fred wondered about training lookouts to identify marine mammals.

Andrew recognized that some of the recommendations would be challenging to get across the finish line as a SOC. He wondered if the Dept. of Ecology could expand their voluntary best achievable practice program to include tug escorts. Sara responded that the current program just includes tankers, barges, and ATBs. It would be a big change to add another vessel type.

Jeff suggested that the committee stay focused on tug escorts for certain types of vessels. The environmental considerations were a separate issue. He reminded everyone that tugboat operators have a lot to do to prepare for each escort job including transiting, maintaining machinery, sleeping, eating, etc. He wanted to get back to the goal: helping to preserve the SRKWs by preventing an oil spill or spill incident for a certain class of vessels using escort tugs. Sara wondered how Jeff felt about referring the HSC to the entire recommendation table in the EIS or if he'd prefer to highlight certain ones. He replied that highlighting would be ideal. Sara suggested that there were basically two options on the table: refer to the whole list or refer to certain items.

At this point in the meeting, the group decided to work toward some language options to vote on for a recommendation to the BPC. They identified the following points:

1. Review and update tanker escort SOC to include the 5,000 – 40,000 DWT target vessels.
2. Consider a new SOC regarding escort tug (and consider expanding to all vessels) operations in the vicinity of cetaceans:
 - a. Review applicable EIS recommendations for environmental and cetacean considerations:
 - i. Refer to EIS – with guiding principal when tugs are being used as escorts
 - ii. Refer to EIS – with guiding principal when tugs are underway but not in escort
3. Review and consider EIS Table 2 mitigation measures

There was additional conversation on how to structure the recommendations. However, the meeting was just about over, and Jaimie decided the group would need to meet one more time to finalize the recommendation.

2028 Rule Effects Assessment. Jaimie ran through this slide outlining the requirements of the assessment, the proposed timeline for the work, and the plan for consultation, outreach, and next steps.

The meeting then adjourned shortly after 3:00pm.

2028 Rule Effects Assessment
(As presented to the BPC at the February 19, 2026 Regular Public Meeting – <https://pilotage.wa.gov/meetings>)

RCW Requirements:

- Analysis of the effects of the rule on vessel traffic patterns and oil spill risks in the Salish Sea
- Analysis of whether experienced or forecasted changes to vessel traffic patterns or oil spill risk necessitate an update to the rule
- Modeling from Ecology's risk model
- Consultation with USCG and potentially affected federally recognized Tribes
- MAY include vessel traffic data, vessel accident and incident data

Timeline:

- Phase 1 Scoping – Through Summer 2026
- Phase 2 Technical Work & Write up – Summer 2026-Fall 2027
- Phase 3 Decision Support – Summer 2027-May 2028

Consultation, Outreach, Next Steps:

- Outreach – Tribal Governments, USCG
- Workshops – Stakeholder and Tribal Governments (and OTSC if reconvened)
- Industry-Specific and/or Targeted SME Outreach

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STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

2901 Third Avenue, Suite 500 | Seattle, Washington 98121 | (206) 515-3904 | <https://pilotage.wa.gov>

MEMORANDUM

TO: The Board of Pilotage Commissioners

FROM: BPC Staff

DATE: May 21, 2026

SUBJECT: Summary of Number of Pilots Proposals

Commissioners,

In preparation for your possible Board action on the number of pilots at the May 21, 2026 meeting, below you will find a brief summary of the 3 proposals on the table.

BPC Staff Recommendation

Keep the authorized number of pilots at 60 based on a forecasted assignment range of 7134 to 7491 (100% to 105% of the TAL for 58 pilots moving ships, plus 1 pilot president and 1 pilot NFFD (average) – *Note: this recommendation was calculated prior to the known traffic changes submitted by PSP and PMSA.*

PSP Recommendation

With the known vessel traffic changes, PSP adjusted their assignment forecast from 7213 to 7099 per year, and divided that by 123 for 57.7 pilots, plus 1 pilot for president and 1 pilot NFFD, for a final recommendation of remaining at 60 pilots.

PMSA Recommendation

The trailing 12 assignment count in February 2026 was 6985 and PMSA is forecasting an annual assignment count of 6972. Both numbers are below the forecasted annual assignment range of 7134 to 7491 that the current authorized number of pilots (60) is based on. PMSA is therefore requesting the authorized number of pilots be decreased.

Also included in your packets are the email sent from Mike Moore to you directly on 4/22 sharing PSP's reply to the UTC bench request regarding vessel traffic changes and a letter from

PSP on 5/6 responding to that email. We are including these as info, since PMSA's email was outside of the defined process.

If you have any questions or concerns prior to the Board meeting next week, please contact me or Sheri.

Thank you,
Jaimie

From: [Mike Moore](#)
To: [Tonn, Sheri](#); [Bever, Jaimie \(WSF-Pilotage\)](#); [Hamel, Jolene \(WSF-Pilotage\)](#); [Maki, Bettina \(WSF-Pilotage\)](#); [Anthony, Mike](#); [Buroker, Thomas \(ECY\)](#); [Drennen, Andrew](#); [Farrell, Tim](#); [Hamilton, Jason](#); [Kirtley, Eleanor](#); [Knutsen, Severin](#); [Lee Tyler](#)
Cc: [Mike Jacob](#); [Jordan Royer](#)
Subject: [EXTERNAL] Sharing PSP Reply to UTC Bench Request As Discussed at April 16, 2026 BPC Meeting
Date: Wednesday, April 22, 2026 12:15:58 PM
Attachments: [250574-PSP-Rsp-BR-06-04-15-26-C-1.pdf](#)

WARNING: This email originated from outside of WSDOT. Please use caution with links and attachments.

To BPC,

At the April 16, 2026 BPC meeting, I referenced a UTC Bench Request regarding vessel traffic projections to PSP and PSP's response which included a PSP updated vessel traffic projection of 6,971. Captain Carlson stated he was fine with the bench request response being shared with BPC and here it is. This latest revision by PSP downward is different from their original projection(s) and is again lower yet than their projections listed in their BPC comment letter and conveyed verbally at the April 16th BPC meeting where they used 7,099 assignments; that 7,099 number was divided by 123 with no allowance for off watch assignments to equal 57.7. Obviously, using their latest projection as conveyed in response to the Bench Request, yields a lower number of pilots. In addition, that number would be further reduced when accounting for some off watch assignments per the Safety Committee and BPC discussions captured in documents and minutes leading up to and during the number of authorized licenses decisions at the August 2024 BPC meeting.

Recall, PMSA's projection is 6,972 (a difference of 1 assignment from the latest PSP projection) as submitted to UTC and that projection was also included/used in the PMSA letter submitted to the BPC on April 8th. The attachment to that letter walks through the calculations. Data and data sources (BPC, PSP, Marine Exchange) were used in determining the projection of 6,972. The PMSA calculations essentially replicate PSP's Dr Sami Khawaja's calculations when he made a projection analysis in the first UTC rate case. All testimony and exhibit submissions to the UTC are a matter of public record and available to anyone on line.

Regards,

Mike

Captain Mike Moore
Vice President



PACIFIC MERCHANT SHIPPING ASSOCIATION

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May 5, 2026

Sheri Tonn
Chair, Washington State Board of Pilotage Commissioners
2901 Third Ave. Ste 500
Seattle, WA 98121

Re: Email from Mike Moore dated April 22, 2026

Dear Chair Tonn:

This letter responds to the subject email sent directly to all Board of Pilotage Commissioners (BPC) members. The email was sent outside of the process established by vote of the Commission as outlined in the attached instructions emailed to both PSP and PMSA by Executive Director Jaimie Bever on February 24, 2026. The process required all written correspondence to be sent to Bettina Maki. The email from Captain Moore was inappropriate and misleading, and we encourage the BPC to address this deliberate disregard for the process.

The email by Captain Moore misrepresents assignment numbers as presented by Puget Sound Pilots (PSP) in the Washington Utilities and Transportation Commission (UTC) rate case with those used in the BPC WAC 363-116-065 (065) process. While both methodologies are documented, the email appears to be intended to cast doubt on the credibility of PSP's traffic projections. This letter explains each process and the reasons the resulting assignment numbers differ.

Under the BPC 065 process, assignment levels are used to determine the appropriate number of pilots needed to safely and efficiently meet demand over time. The Commission-approved methodology uses the trailing 24 months of assignments as of February 28, 2026, as a baseline. This time horizon reflects the operational reality that recruiting and training pilots requires significant lead time. We then adjusted this baseline to account for known and measurable changes in the coming year.

The UTC process differs from the BPC process in how it uses a historical test year to construct a forward-looking rate year. The test year—here, January 1 through December 31, 2024—serves as the starting point, capturing actual costs and activity. Those figures are then adjusted for known and measurable changes to develop the rate year, which in this case spans July 2026 through June 2027. These adjustments include anticipated traffic levels over the 12-month period following the Commission's order. PSP developed its rate-year projections by applying current traffic projections and other known changes to the test-year baseline. In this way, the UTC process uses one year of historical data as a foundation to build a funding framework for a single rate year.

Because the BPC relies on a trailing 24-month average while UTC relies on a single test year, the starting points for each calculation are fundamentally different. PMSA should be aware that the assignment numbers produced by each process will not match.

These differences do not indicate inconsistency. Rather, they reflect the distinct roles of the two bodies. The BPC, as the safety and efficiency regulator, focuses on maintaining a properly staffed pilotage system over a longer horizon. The UTC, as the economic regulator, focuses on setting rates to fund operations over a defined period. Different objectives appropriately lead to different methodologies and outcomes.

In closing, I would like to reiterate PSP's concerns with stakeholders emailing Commissioners directly outside of the established process during an O65 hearing. Allowing such actions taints the BPC process and introduces false and misleading information which does not serve the purpose of these proceedings.

Sincerely,



Scott Brewen
Executive Director, Puget Sound Pilots

Encl:



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

2901 Third Avenue, Suite 500 | Seattle, Washington 98121 (206) 515-3904 | <https://pilotage.wa.gov>

BPC Pilotage Act Advisory Committee (PAAC)

Meeting Minutes

February 11, 2026

10:00am – 11:00am

Attendees: Sheri Tonn (PAAC Chair/BPC), Jaimie Bever (BPC), Andrew Drennen (Industry/BPC), Severin Knutsen (Pilot/BPC), Travis McGrath (Pilot/Puget Sound Pilots), 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), Brian Young (Advisor/Pacific Pilotage Authority), Rishi Luthra (Advisor/B.C. Chamber of Shipping), Robin Stewart (Advisor/B.C. Coast Pilots), Natalie Lowell (Tribal/Makah Tribe)

1. Kick-off and Update

BPC Chair Sheri Tonn (PAAC Chair/BPC) kicked off the meeting by outlining the agenda topics including reconsidering the group's scope of purpose, which is to propose language regarding tanker-piloted requirements in Haro Strait, Boundary Pass, and the Strait of Juan de Fuca. The goal is to have a recommendation ready for the Board in June or July 2026. She anticipates another meeting or two of the committee. Jaimie Bever (BPC) introduced new member Natalie Lowell representing the Makah Tribe.

Lovel Pratt (Environment/Friends of the San Juans) expressed that she was interested in the committee having a good understanding of the scope of current vessel traffic, recent increases, and expected growth of traffic to help with the recommendation development. She wondered about the best way to get that information. Sheri responded that yes, there would be changes in traffic, but the focus of the committee was on piloted vessels. She suggested putting traffic changes in the parking lot for the next meeting. Lovel added that she wanted to flag new occurrences in 2025 of tankers who requested pilotage from Anacortes to the West Ridge Terminal she had seen when reviewing data from Pacific Pilotage Authority. Her concerns were vessels going from Victoria across the Strait of Juan de Fuca to Port Angeles without pilots on board.

2. 8/25 Meeting Minutes

Lovel made a motion to accept the July 21, 2025 PAAC meeting minutes as amended. Andrew Drennen (Commissioner/BPC) seconded the motion. The motion was passed, and the minutes were approved. Jaimie will provide a redline of the approved minutes to the committee.

3. Memorandum of Agreement (MOA) between PSP and B.C. Coast Pilots

Travis McGrath (Pilot/Puget Sound Pilots) explained that the original MOA required

revisions if helicopter operations ever took effect in B.C. Since helicopter operations are in effect now, the two pilot groups have been reviewing and updating the MOA. The document only addresses the cross-border traffic between North Sound ports like Anacortes and Cherry Point, and between the North Sound and the Vancouver, B.C. area. Neither the state of Washington nor the BPC are a party to this MOA. The document generally describes the process for the transferring of the con between the B.C. pilot and Puget Sound pilot. Robin Stewart (Advisor/B.C. Coast Pilots) added that it also clarifies language and includes some routing schematics, which include handover locations and clarifies that southbound Canadian vessels with a Canadian pilot onboard will be using their own boundary and staying within that boundary. He added that everyone involved was comfortable with how the document turned out.

Lovel asked if the term "laden tank vessel" in the agreement included LNG in addition to crude oil or oil. Robin responded that it has to do with any oils, any pollutants, basically any liquid bulk vessels. He added that LNG was included as well. Brian Young (Advisor/Pacific Pilotage Authority) added that the LNG vessels are below 40,000 DWT, therefore tethered tug escort rules do not apply to them in Boundary Pass and Haro Strait. It was also clarified that B.C. requires pilots on any foreign flag vessel over 350 tons. Tethered escorts are not required when a vessel is in ballast or if it has less than 6,000 tons on it.

Travis clarified that the BPC's tug escort rulemaking for the 5,000 to 40,000 DWT vessels would apply to the Seaspan LNG bunkering vessels, which he believed were around 7,500 DWT and would be under escort if they transited Rosario Strait, and exempt if transiting Haro Strait.

After a prompt from Jason Hamilton (Commissioner/BPC) asking how the agreement was going, the pilots responded that they have already had several transits under the new MOA and that they feel everything is operating effectively and collaboratively. Fred responded that he found the collaboration between the two pilot associations very encouraging, leaving only jurisdictional questions. He wondered if the agreement was memorialized somewhere other than an internal document, such as in the Harbor Safety Plan. According to Robin, it was decided it would just be an internal document, to allow for flexibility if there is a new routing, new ship size, or a concern. He agreed with Fred about the good collaborative process and info sharing across the border. Travis responded to Fred that inclusion in the Harbor Safety Plan could be discussed at another time.

Fred expressed his continued concerns regarding ships overtaking other ships that he sees in the narrowest portion of Haro Strait and wondered if there was a more suitable location for that maneuver, while also recognizing the pilots' expertise in making these decisions.

He then asked about the effort to define terms and determine the process of reporting between the two districts. Robin responded that they are working on a common understanding on the definition of reportable incident and who it should be reported to. According to Jaimie, Brian and she discussed the terms after the last meeting and determined that there were some differences in each entity's definitions. She asked Brian to further elaborate. Brian stated that, per the Transportation Safety Board Act and Regulations, all incidents in Canada, whether piloted or not, must be reported to marine traffic at MCTS. Once reported, the info gets distributed to a host of regulatory

authorities including Transport Canada and port authorities. He wasn't sure if the USCG was copied on those. He added that an incident could be anything from an engine failure to a more serious event – anything that falls within the Transportation Safety Board's requirement to report. He was certain that incidents in joint waters get reviewed by both the U.S. and Canada. Fred wondered if the BPC could get on the distribution list as a regulatory government agency. In response to Fred, Jaimie questioned what the agency would then do with the data. Andrew suggested an agenda item for the next BPC meeting to see what the commissioners think. Clay Diamond (Pilotage Expert/American Pilots Association) agreed that the Board should think through their authority and capacity as it pertains to receiving this data. Per Lovel, this was a good opportunity for lessons learned about potential transboundary response and how it's coordinated and practiced. Jaimie reminded everyone that the BPC is a small agency and is not a clearing house for data or data synthesizing. She urged against expectations that the agency could process large amounts of data for the public. Andrew agreed and on the possibility of expanding the BPC's authority, he referenced RCW 88.16.070, which says that the Board shall investigate any accident on water covered by the Chapter involving a Canadian pilot.

Fred replied that he didn't expect that the pilotage commission should be obligated to do data analysis, but that if somebody from the public wanted to, they couldn't access the necessary data. Per Fred, if this is truly a collaborative joint vessel traffic management system with great communication between pilots, the data should be in one place whether the pilotage commission wants to do anything with it or not. He concluded that this conversation was valuable and hoped there could be additional conversations about practices in the waterway.

4. **Continued review of pros and cons of current RCW 88.16.180**

Andrew Drennen reiterated his previous stance that the language that is in the current RCW is a very good solution. It's not overly complicated and doesn't require a whole rewrite of the section. It does allow the existing and long-standing practices that have been in place to stay in the place. Jason concurred with Andrew's statement. Travis mentioned his previous suggestion of considering a wider range of options procedurally. He added that neither he nor PSP is advocating for any specific position. Lovel suggested looking at all the different options at the next meeting and having them laid out for some opportunity for discussion.

5. **Wrap Up**

The next meeting is scheduled for April 22, 2026 at 10:00am. The focus will be on discussing the pros and cons of the various language options already identified.

6. **Adjourn**

Sheri asked for any final comments and received none. She adjourned the meeting at 11:05am.