

WASHINGTON STATE
BOARD OF PILOTAGE COMMISSIONERS
MEETING AGENDA

February 19, 2026

**2901 3rd Avenue, Seattle, WA 98121 – 5th Floor Orca 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

PUBLIC HEARING

WAC 363-116-083 *Written examination protest and appeal procedures and*
WAC 363-116-084 *Simulator evaluation protest and appeal procedures*

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. Port of Grays Harbor (PGH)
 - c. Puget Sound Pilots (PSP)
 - d. The Northwest Seaport Alliance (NWSA)
 - e. Pacific Merchant Shipping Association (PMSA)

NEW BUSINESS *(Public comment accepted)*

4. Board Action – Consideration of Previous Hearing on WAC 363-116-083 and WAC 363-116-084
5. Board Action – MSOs

a.	<i>EVER ELITE</i>	01/16/2026	PS
b.	<i>CAPE GATA</i>	01/19/2026	PS
c.	<i>GARTH FOSS</i>	01/24/2026	PS
d.	<i>TUG PROTECTOR</i>	01/29/2026	PS
e.	<i>MATSON TACOMA</i>	02/05/2026	PS
f.	<i>YM PLUM</i>	02/09/2026	PS
6. Board Action – January 15, 2026 Regular Meeting Minutes
7. Board Action - Process for Review of Authorized Number of Pilots WAC 363-116-065
8. Board Action – Committee Recommendations:
 - a. Trainee Evaluation Committee (TEC)
 - i. Board Action – Pilot License Upgrade Program: Captains Gartner, Bostick & Michelson
 - ii. Possible Board Action – Simulator Training: Captains Bolton & Butterfield
 - iii. Other Committee Updates
 - b. Pilot Exam Committee (PEC)
 - i. Board Action – WA State Marine Pilot Exam Applicants
 - ii. Other Committee Updates

- 9. Board Action – Request for Vessel Exemption:
 - a. Motor Yacht *GALAXY ZIBO* New (108FT, 210 GT) Interim
 - b. Sailing Yacht *CLIPPER RACE AROUND THE WORLD* Returning (10 vessels 70FT, 50GT)
 - c. Motor Yacht *ODYSSEA* New (153FT, 491 GT) Interim**
- 10. Board Action – Pilot/Trainee Physical Examination Reports

1215

CLOSED SESSION

To discuss matters relative to the 2026 Washington State Marine Pilot Exam.

1230 15-MINUTE BREAK

REGULAR MEETING (cont'd)

- 11. 1245 Presentation: Process for the 2028 Tug Escort Rule Assessment
- 12. Tug Escort Rule Implementation – Public Comment
- 13. 2026 Legislative Update
- 14. Committee & Work Group Reports:
 - a. Oil Transportation Safety Committee (OTSC)
 - b. Pilot Safety Committee (PSC)
 - c. Pilotage Act Advisory Committee (PAAC)
 - i. Consideration of Canadian Incident Data Reporting
 - d. Terminal Operations Work Group (TOWG)
 - e. Diversity, Equity, and Inclusion Committee (DEIC)
- 15. Upcoming Meeting Dates:

Thursday, March 19, 2026 at 1100 – Regular Meeting (Hybrid – Teams/2901 Building)	Thursday, April 16, 2026 at 1100 – Regular Meeting (Hybrid – Teams/2901 Building)
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- 16. Public Comment
- 17. Adjourn



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

**NOTICE
OF
PUBLIC
HEARING
&
MONTHLY
BOARD
MEETING**

**Thursday
February 19, 2026**

**Public Hearing
to consider
WAC 363-116-083 & 084
*Written Exam & Simulator
Protest and Appeals*
at 1100 hours
followed by the
Regular Monthly
Board Meeting**

Dial In:
206.531.0324
356921671#

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

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



PROPOSED RULE MAKING

CR-102 (June 2024)
(Implements RCW 34.05.320)
Do **NOT** use for expedited rule making

CODE REVISER USE ONLY

OFFICE OF THE CODE REVISER
STATE OF WASHINGTON
FILED

DATE: December 16, 2025

TIME: 11:21 AM

WSR 26-01-107

Agency: Board of Pilotage Commissioners

- Original Notice
- Supplemental Notice to WSR _____
- Continuance of WSR _____

- Preproposal Statement of Inquiry was filed as WSR 25-18-097 ; or
- Expedited Rule Making--Proposed notice was filed as WSR _____; or
- Proposal is exempt under RCW 34.05.310(4) or 34.05.330(1); or
- Proposal is exempt under RCW _____.

Title of rule and other identifying information: (describe subject) WAC 363-116-083 Written Examination protest and appeal procedures; 363-116-084 Simulator evaluation protest and appeal procedures

Hearing location(s):

Date:	Time:	Location: (be specific)	Comment:
February 19, 2026	11:00am	2901 3 rd Avenue, 1 st Floor Agate Seattle, WA 98121	And via MS Teams

Date of intended adoption: February 19, 2026 (Note: This is **NOT** the effective date)

Submit written comments to:

Name Jaimie C. Bever
 Address 2901 3rd Avenue, Suite 500, Seattle, WA 98121
 Email Jaimie.Bever@wsdot.wa.gov
 Fax _____
 Other _____
 Beginning (date and time) November 24, 2025
 By (date and time) January 7, 2026

Assistance for persons with disabilities:

Contact Jolene Hamel
 Phone 206-515-3904
 Fax _____
 TTY _____
 Email Jolene.Hamel@wsdot.wa.gov
 Other _____
 By (date) January 7, 2026

Purpose of the proposal and its anticipated effects, including any changes in existing rules: In preparation for the 2026 Washington State Marine Pilot Exam, the BPC is updating the WACs concerning the appeal and protest process for both the written exam and simulator evaluation to reflect updated practices developed during the 2024 exam process.

Reasons supporting proposal: The proposed changes will clarify and simplify the protest and appeals process for pilot applicants, the exam consultants, and the BPC. They will also align with the current psychometrically validated pilot exam process.

Statutory authority for adoption: Chapter 88.16 RCW, Pilotage Act

Statute being implemented: Chapter 88.16 RCW, Pilotage Act

Is rule necessary because of a:

- Federal Law? Yes No
- Federal Court Decision? Yes No
- State Court Decision? Yes No

If yes, CITATION:

Agency comments or recommendations, if any, as to statutory language, implementation, enforcement, and fiscal matters:

Both the BPC Pilot Exam Committee (PEC) and the BPC's exam psychometrician have recommended these changes to accurately reflect the protest and appeal process that corresponds to the psychometric validation of the current pilot exam process. The changes were also reviewed by the BPC's Assistant Attorney General.

Name of proponent: (person or organization) Board of Pilotage Commissioners

Type of proponent: Private. Public. Governmental.

Name of agency personnel responsible for:

	Name	Office Location	Phone
Drafting	Jaimie C. Bever	Seattle, WA	206-515-3887
Implementation Commissioners	Board of Pilotage	Seattle, WA	206-515-3904
Enforcement Commissioners	Board of Pilotage	Seattle, WA	206-515-3904

Is a school district fiscal impact statement required under [RCW 28A.305.135](#)? Yes No

If yes, insert statement here:

The public may obtain a copy of the school district fiscal impact statement by contacting:

- Name
- Address
- Phone
- Fax
- TTY
- Email
- Other

Is a cost-benefit analysis required under [RCW 34.05.328](#)?

Yes: A preliminary cost-benefit analysis may be obtained by contacting:

- Name
- Address
- Phone
- Fax
- TTY
- Email
- Other

No: Please explain: The BPC is not a listed agency in RCW 34.05.328(5)(a)(i)

Regulatory Fairness Act and Small Business Economic Impact Statement

Note: The [Governor's Office for Regulatory Innovation and Assistance \(ORIA\)](#) provides support in completing this part.

(1) Identification of exemptions:

This rule proposal, or portions of the proposal, **may be exempt** from requirements of the Regulatory Fairness Act (see [chapter 19.85 RCW](#)). For additional information on exemptions, consult the [exemption guide published by ORIA](#). Please check the box for any applicable exemption(s):

This rule proposal, or portions of the proposal, is exempt under [RCW 19.85.061](#) because this rule making is being adopted solely to conform and/or comply with federal statute or regulations. Please cite the specific federal statute or regulation this rule is being adopted to conform or comply with, and describe the consequences to the state if the rule is not adopted.

Citation and description:

This rule proposal, or portions of the proposal, is exempt because the agency has completed the pilot rule process defined by [RCW 34.05.313](#) before filing the notice of this proposed rule.

This rule proposal, or portions of the proposal, is exempt under the provisions of [RCW 15.65.570](#)(2) because it was adopted by a referendum.

This rule proposal, or portions of the proposal, is exempt under [RCW 19.85.025](#)(3). Check all that apply:

- | | |
|---|--|
| <input type="checkbox"/> RCW 34.05.310 (4)(b)
(Internal government operations) | <input checked="" type="checkbox"/> RCW 34.05.310 (4)(e)
(Dictated by statute) |
| <input type="checkbox"/> RCW 34.05.310 (4)(c)
(Incorporation by reference) | <input type="checkbox"/> RCW 34.05.310 (4)(f)
(Set or adjust fees) |
| <input type="checkbox"/> RCW 34.05.310 (4)(d)
(Correct or clarify language) | <input type="checkbox"/> RCW 34.05.310 (4)(g)
((i) Relating to agency hearings; or (ii) process requirements for applying to an agency for a license or permit) |

This rule proposal, or portions of the proposal, is exempt under [RCW 19.85.025](#)(4). (Does not affect small businesses).

This rule proposal, or portions of the proposal, is exempt under RCW ____.

Explanation of how the above exemption(s) applies to the proposed rule:

(2) Scope of exemptions: *Check one.*

- The rule proposal: Is fully exempt. (*Skip section 3.*) Exemptions identified above apply to all portions of the rule proposal.
- The rule proposal: Is partially exempt. (*Complete section 3.*) The exemptions identified above apply to portions of the rule proposal, but less than the entire rule proposal. Provide details here (consider using [this template from ORIA](#)):
- The rule proposal: Is not exempt. (*Complete section 3.*) No exemptions were identified above.

(3) Small business economic impact statement: *Complete this section if any portion is not exempt.*

If any portion of the proposed rule is **not exempt**, does it impose more-than-minor costs (as defined by RCW 19.85.020(2)) on businesses?

- No Briefly summarize the agency's minor cost analysis and how the agency determined the proposed rule did not impose more-than-minor costs. _____
- Yes Calculations show the rule proposal likely imposes more-than-minor cost to businesses and a small business economic impact statement is required. Insert the required small business economic impact statement here:

The public may obtain a copy of the small business economic impact statement or the detailed cost calculations by contacting:

Name
Address
Phone
Fax
TTY
Email
Other

Date: December 16, 2025

Name: Jaimie C. Bever

Title: Executive Director

Signature:



WAC 363-116-083 Written examination protest and appeal procedures. (1) Pilot applicants who take a written examination as provided in this chapter shall provide the board with an email address to be used for notification of ~~((his/her))~~ their written examination results. ~~((Such address shall be a place at which mail is delivered. In addition, a pilot applicant may provide the board with other means of contact such as telephone numbers and/or email addresses.))~~ It will be the responsibility of the pilot applicant to ensure that the board has a current ~~((mailing address)),~~ working email address for them at all times, as outlined in the applicant agreement section of the exam application submitted to the board. ~~((The mailing address will be considered the primary means of notice by the board. If the pilot applicant cannot personally receive mail at the address provided to the board for any period of time, another person may be designated in writing and notarized to the board as having power of attorney specifically to act on the pilot applicant's behalf regarding such notice.))~~ Notice delivered to the email address provided by the pilot applicant will be considered received by the pilot applicant for the purpose of "receipt of notification of the written examination results" as provided in subsection (2) of this section.

(2) A pilot applicant who ~~((takes))~~ fails either a written examination as provided in WAC 363-116-076 or a written local knowledge examination as provided in WAC 363-116-078 that cannot be retaken may submit ~~((a written protest regarding any such examination))~~ an appeal for review by the board and/or a committee designated by the board and/or by a firm under contract with the board for development and grading of the written examination. The standard ~~((of review))~~ for reviewing the written examination ~~((protests))~~ appeals submitted by a pilot applicant is that the written examination score will not be set aside unless the pilot applicant proves that the ~~((challenged))~~ fail-
ing score was the result of fraud, coercion, arbitrariness, or manifest unfairness. If it finds that reasonable cause exists to question a written examination ~~((grade))~~ score, the board may allow a pilot applicant ~~((protesting his/her))~~ appealing their individual written examination results to ~~((enter))~~ participate in the simulator evaluation. If the pilot applicant chooses to enter the simulator evaluation before the pilot applicant receives notification of the result of the review of ~~((his/her Protest))~~ their Appeal Form, the pilot applicant shall be at all times responsible for the charge to enter the simulator evaluation. No pilot applicant approved by the board for entry into the simulator evaluation shall be disqualified by the successful ~~((examination))~~ results appeal of another pilot applicant. Pilot applicants are not entitled to a review of the results of a written local knowledge examination given pursuant to WAC 363-116-078 if the pilot applicant is eligible to retake the written examination.

(3) The procedure for submitting ~~((a protest))~~ an appeal regarding the written examination or a written local knowledge examination that cannot be retaken is as follows:

(a) The pilot applicant must submit ~~((a protest in writing to the person administering such examination on the day that the pilot applicant takes such examination and before the pilot applicant leaves the examination room;~~

~~(b) On the day of such examination the pilot applicant will be provided a *Protest Form* by the person(s) administering such examination at the time that documents for taking such written examination are given to the pilot applicant;~~

~~(c) In defense of his/her written examination answers and in support of the pilot applicant's reasons for protesting a question or questions, the pilot applicant must write on the *Protest Form* the reason(s) why he/she protests a question or questions, what the pilot applicant claims is the correct answer to the protested question(s), and if a protested question(s) involves mathematical calculations provide the calculations that the pilot applicant claims are correct;)) an appeal form via email to the exam administrator. This form must be submitted within 24 hours of the posting of applicant ID numbers and related pass/fail decisions on the board website (<http://pilotage.wa.gov>) and subsequent email notifications to applicants of their results. The appeal form will be distributed to applicants as a link within the results email;~~

(b) The appeals process will be detailed in the written exam guidelines that will be sent to applicants once they are approved to sit for the written exam;

(c) If the reason is specific to the content of a question or questions, the pilot applicant must provide their perceived issue, their perceived correct answer, and any mathematical calculations needed to provide that the question was flawed;

(d) If ((there are protests)) the appeal is regarding improprieties including, but not limited to, the administration and proctoring of the examination, these assertions must be documented in writing on the appeal form with sufficient detail naming times, people, places, protested activities, and witnesses to permit the board to conduct an investigation;

(e) The pilot applicant will be identified only by number or letter for the purpose of review of the ((*Protest*)) Appeal Form((+)

~~(f) The pilot applicant shall submit his/her *Protest Form* at the same time that he/she submits the answer sheet for such written examination to the examination administrator).~~

(4) The procedure for review of the ((*Protest*)) Appeal Form submitted by the pilot applicant is as follows:

(a) The board, and/or a committee designated by it, and/or a firm under contract with the board for development and grading of the written examination will review the written examination and ((*Protest*)) Appeal Form completed by the pilot applicant, and evidence submitted, and any related examination content; and

(b) After completion of such review the pilot applicant will be provided with written notification of the decision regarding review of the ((*Protest*)) Appeal Form ((submitted by the pilot applicant)) via email. The ((written)) emailed notification will show any ((adjusted credits and scores for any answers that have been changed)) score adjustments for the pilot applicant that was made following such review.

(5) A pilot applicant who is not satisfied with the result of such review of ((his/her *Protest*)) their individual Appeal Form may request an adjudicative hearing pursuant to RCW 88.16.090 and governed by the provisions of chapter 34.05 RCW ((to appeal his/her written examination results)). Such hearing must be requested within ((thirty)) 30 calendar days of receipt of the result of the review of the ((*Protest*)) Appeal Form by ((sending a written)) emailing a request for an adjudicative hearing to the board of pilotage commissioners' office (PilotageInfo@wsdot.wa.gov). The grounds ((and issues)) for the adju-

dicative hearing and any further (~~appeal~~) challenge shall be limited to the following:

(a) Was the (~~administrative protest~~) appeal procedure set forth in subsections (2) through (4) of this section followed?;

(b) Was the examination conducted in accordance with accepted psychometric and industrial/organizational psychology principles as determined by an expert in these fields of study?;

(c) Was the examination "job related" as determined by an expert in these fields of study?; and

(d) Was the examination, scoring, and appeal process validated by an expert in these fields of study?

AMENDATORY SECTION (Amending WSR 12-05-064, filed 2/15/12, effective 3/17/12)

WAC 363-116-084 Simulator evaluation review and appeal procedures. (1) Pilot applicants who take a simulator evaluation as provided in this chapter shall provide the board with an email address to be used for notification of (~~his/her~~) their individual simulator evaluation results. (~~Such address shall be a place at which mail is delivered. In addition, a pilot applicant may provide the board with other means of contact such as telephone numbers and/or email addresses.~~) It will be the responsibility of the pilot applicant to ensure that the board has a current (~~mailing~~) working email address at all times, as outlined in the applicant agreement section of the application submitted to the board. (~~The mailing address will be considered the primary means of notice by the board. If the pilot applicant cannot personally receive mail at the address provided to the board for any period of time, another person may be designated in writing and notarized to the board as having power of attorney specifically to act on the pilot applicant's behalf regarding such notice.~~) Notice delivered to the address provided by the pilot applicant will be considered received by the pilot applicant for the purpose of "receipt of notification of the simulator evaluation results" as provided in subsection (2) of this section.

(2) A pilot applicant who (~~takes~~) fails a simulator evaluation as provided in this chapter may (~~request a review of his/her~~) submit an appeal for review by the board and/or a committee designated by the board and/or by a firm under the contract with the board for development and grading of the simulator evaluation (~~results~~). This (~~request~~) appeal must be (~~in writing and must be received by the board within five business days~~) submitted via the Appeal Form within 24 hours of receipt of email notification of the simulator evaluation results. The standard (~~of review~~) for reviewing the simulator evaluation results challenged by a pilot applicant is that the (~~challenged evaluation score~~) failing decision will not be set aside unless the pilot applicant proves the challenged score was the result of fraud, coercion, arbitrariness or manifest unfairness.

(3) The procedure for filing (~~a request for review~~) an appeal of the simulator evaluation is as follows:

(a) The pilot applicant must (~~contact the board office for an appointment to appear personally to review his/her simulator evaluation~~;

~~(b) The pilot applicant will be provided a Review Form to complete in the board designated review location in defense of his/her simulator evaluation performance;~~

~~(c) In review of his/her simulator evaluation performance, the pilot applicant must demonstrate that his/her proposed evaluation of the simulator evaluation is correct;~~

~~(d) In review of his/her simulator evaluation performance,)) submit an Appeal Form via email to the exam administrator. This form must be submitted within 24 hours of the posting of applicant ID numbers and related pass/fail decision on the board website (http://pilotage.wa.gov) and subsequent email notification to applicants of their results. The Appeal Form will be distributed to applicants as a link within the results email;~~

(b) The pilot applicant must identify which aspect (scenario-based content, logistics of administration, improprieties in development or scoring) of the simulator evaluation process they are appealing;

(c) If there are assertions regarding improprieties in the administration, proctoring, grading, or scoring of the simulation-based exams, these assertions must be documented with sufficient detail naming times, people, places, protested activities, and witnesses to permit the board to conduct an investigation;

(d) If applicable, the pilot applicant must cite ((on the Review Form provided by the board,)) the specific situation(s) presented in the simulator evaluation (i.e., ((crossing, passing)) docking, undocking, meeting situations, ((environmental changes like fog descending)) ship particulars, navigational decisions ((and/or rules-of-the-road interpretations)) and detail ((why the actions he/she took in that situation should receive more credit than that which was given, to demonstrate that his/her score on the simulator evaluation provided by the board is incorrect)) how the situation was not job-related and therefore not a valid measure of piloting skills;

(e) Only the recorded performance and the accompanying completed scoring rubric of the pilot applicant will be considered in any review of the ((simulator evaluation performance. If there are assertions regarding improprieties in the administration, proctoring, grading or scoring of the simulator evaluations, these assertions must be documented in writing with sufficient detail naming times, people, places, protested activities and witnesses to permit the board to conduct an investigation)) appeal;

(f) The pilot applicant will be identified only by number or letter for the purpose of ((this)) the review((~~+~~

~~(g) The board will make available to the pilot applicant reviewing his/her simulator evaluation a copy of his/her simulator evaluation performance; and~~

~~(h) At the completion of the review session, the pilot applicant will submit all the Review Forms to the board and return all materials used to review his/her simulator evaluation. The pilot applicant will not be allowed to take any notes or materials from the board designated review location upon leaving)) of the Appeal Form.~~

(4) The procedure for the board's review of the ((request for review)) appeal of the simulator evaluation filed by the pilot applicant is as follows:

(a) The board, and/or a committee designated by it, and/or a firm under contract with the board for development and grading of the simulator evaluation will review the recording of the simulator evaluation and ((Review)) the Appeal Form completed by the pilot applicant; and

(b) After completion of such review the pilot applicant will be provided with ~~((written notification of))~~ the decision regarding review of the ~~((Review))~~ Appeal Form ~~((submitted by the pilot applicant))~~ via email. The ~~((written notification))~~ email will show any ~~((adjusted credits and scores for any answers that have been changed))~~ score adjustment for the applicant that was made following such review.

(5) A pilot applicant who is not satisfied with the result of such review of ~~((his/her Review))~~ their individual Appeal Form may request an adjudicative hearing pursuant to RCW 88.16.090 and governed by the provisions of chapter 34.05 RCW to appeal ~~((his/her))~~ the simulator evaluation results. Such hearing must be requested within ~~((thirty))~~ 30 calendar days of receipt of the result of the review of the ~~((Review))~~ Appeal Form by ~~((sending))~~ emailing a ~~((written))~~ request for an adjudicative hearing to the board of pilotage commissioners' office (PilotageInfo@wsdot.wa.gov). The grounds and issues for the adjudicative hearing and any further appeal shall be limited to the following:

(a) Was the ~~((administrative protest))~~ appeal procedure set forth in WAC 363-116-083 (2) through (4) followed?;

(b) Was the examination conducted in accordance with accepted psychometric and industrial/organizational psychology principles as determined by an expert in these fields of study?;

(c) Was the examination "job related" as determined by an expert in these fields of study?; and

(d) Was the examination, scoring, and appeal process validated by an expert in these fields of study?

Port of Grays Harbor

Pilotage Report

February 19, 2026

Pilotage Activity

There were a total of 10 arrivals in January (6 dry bulkers and 4 RoRo's). This equated to 27 jobs.

For comparison last year, there were 10 arrivals for a total of 25 jobs.

The February schedule looks full already with 10 arrivals, 6 dry bulkers, 1 liquid bulker and 3 RoRo's, on the board.

Terminal 4 Expansion & Redevelopment

AGP's contractor, Agrico, has completed the installation of all nine prefabricated structures that encompass the ship loader structure at Terminal 4. This equipment was placed with two lattice boom cranes, as they are much larger and heavier and will have to be set the pieces at a pre-determined slope. All large crane work is now completed and the skyline coming into Aberdeen looks very different.

Terminal Maintenance Dredging

A condition survey was completed and the results reviewed on January 5th with no unexpected issues regarding the Port's dredging plan. The Port received authorization to dispose of dredge material at Point Chehalis and dredging began on Monday, Feb 2nd and was completed later that week.

Pilot Boat

The Pilot Boat Vega received damage to its port side prop a few weeks ago during normal operation. After survey of damage by divers, it was determined to transit the vessel to WCT Marine in Astoria, Oregon. After drydocking by WCT, the prop was removed and repaired. Luckily, the tail shaft was in good condition. During its downtime, Brusco Tug and Barge is doing the required annual maintenance to the vessel. This maintenance normally takes place during the summer months, but since the vessel is already at drydock, it was determined better to take the time to perform the maintenance now, instead of an additional trip and haul out in the summertime.

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees			
14-Jan	14-Jan	Seattle	BPC	BPC Prep	ANT*, KNU			
15-Jan	15-Jan	Seattle	PSP	Safety	HAM*			
16-Jan	16-Jan	Seattle	BPC	BPC	ANT*, KNU			
16-Jan	16-Jan	Seattle	PSP	President	HAM*			
16-Jan	16-Jan	Seattle	PSP	BOD Prep	GRK**, HAM*			
18-Jan	19-Jan	Vancouver BC	PSP	Safe Practices	BOU(2on*)COL(2on*)			
20-Jan	25-Jan	Seattle	PSP	Rate Committee	KNU(6off)			
21-Jan	21-Jan	Seattle	PSP	Safety, EMPA	HAM*			
21-Jan	22-Jan	Seattle	PSP	Safe Practices	COL(2on*)			
22-Jan	22-Jan	Seattle	PSP	BOD	BOS, GRK*, HAM*, KEP, MIL, MYE*			
26-Jan	26-Jan	Seattle	BPC	BPC Exam Prep	BEN*, KNU, MOO			
26-Jan	26-Jan	Tacoma	PSP	Safety	MEL			
27-Jan	28-Jan	Seattle	PSP	Administrative/Ops Pilot	HAM(2off)			
27-Jan	31-Jan	Seattle	PSP	Rate Committee	KNU(5on*)			
					* On Watch	Off Watch	** paired to assign.	
					60	34	1	
Safety/Regulatory								
Outreach								
Administrative								
C. Other (i.e. injury, not-fit-for-duty status, COVID risk)								
Start Dt	End Dt	REASON	PILOT					
1-Jan	31-Jan	NFFD	LOB					
Trailing 12 months revenue assignments 6966								
Call back job ratio during the last 12 months (February 2025-January 2026) 8.46%								

Puget Sound District Activity Report Dashboard

2026 January

PS District
Trainees

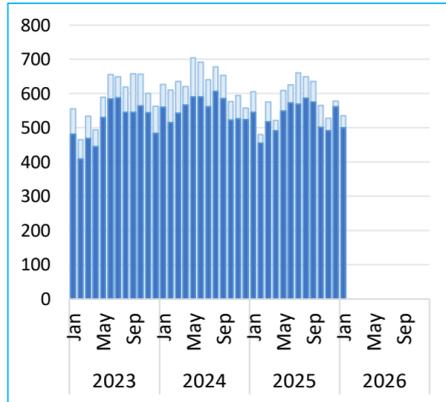
9

Licensed Pilots
Including President

56

Monthly Total
Assignment Count

536



501 On-Watch (dk blue), 35 Off-Watch (lt blue)

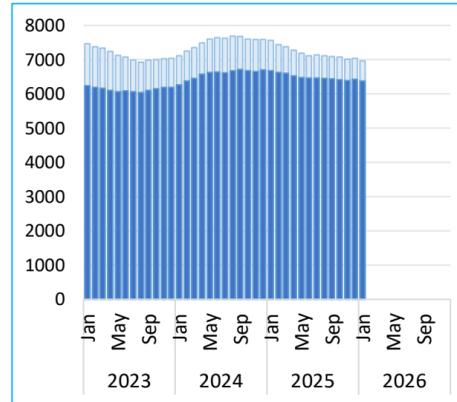
Monthly Off-Watch
Assignment Percentage

6.5%



Trailing 12 Total
Assignment Count

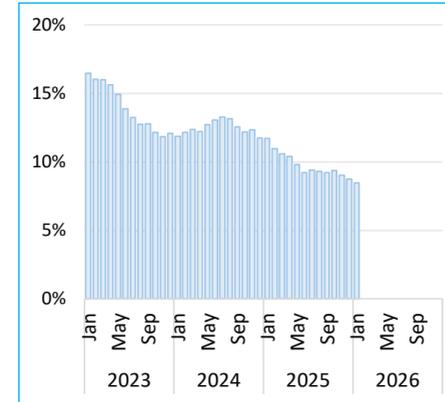
6966



6377 On-Watch (dk blue), 589 Off-Watch (lt blue)

Trailing 12 Off-Watch
Assignment Percentage

8.4%



Licensed Pilots w/o Pres 55

Pilots NFFD whole month 1

Available Pilots 54

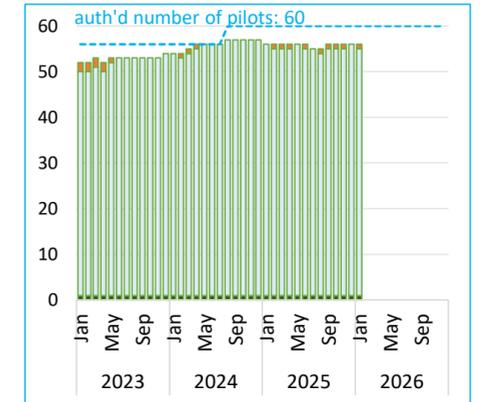
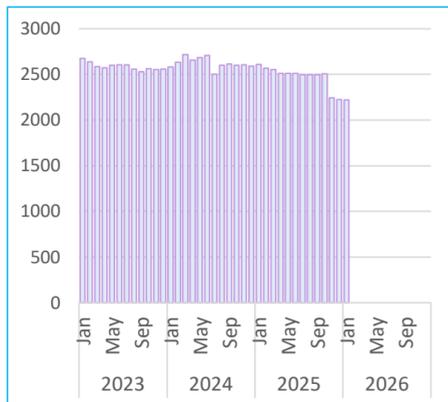


chart also includes president (1 pilot)

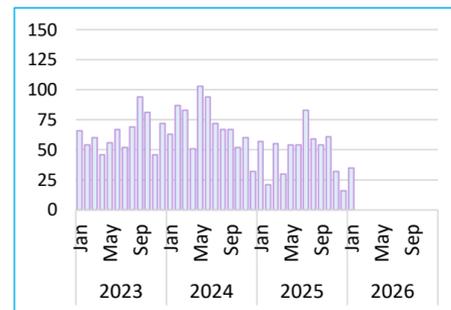
Total Comp Days
All Licensed Pilots

2222



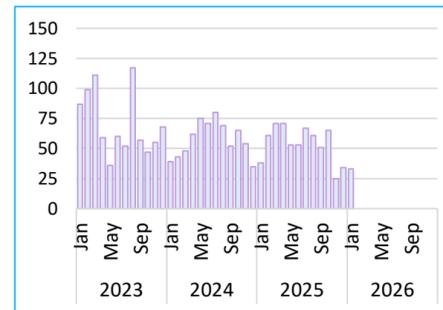
Comp Days Earned
(Callbacks)

35



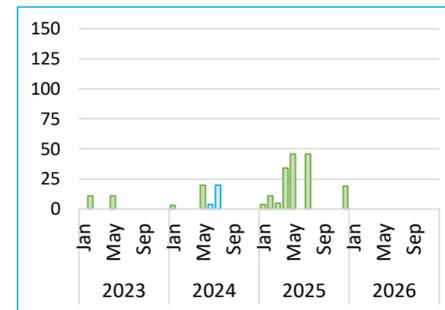
Comp Days Used
(Licensed Pilots)

33



COVID Days* 0

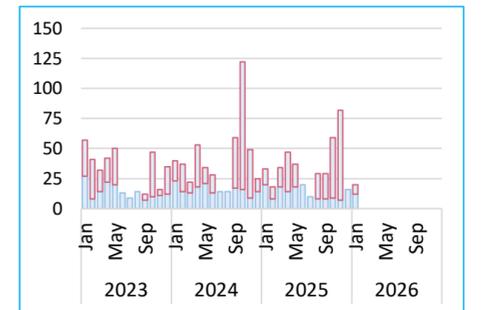
NFFD Days* 0



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

Training Days 8

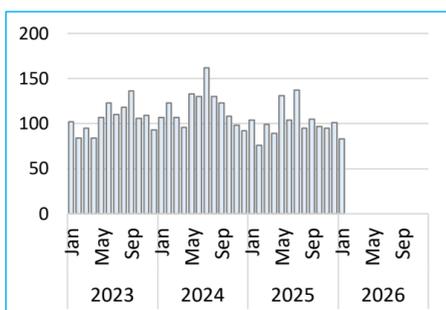
Upgrade Trips 12



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

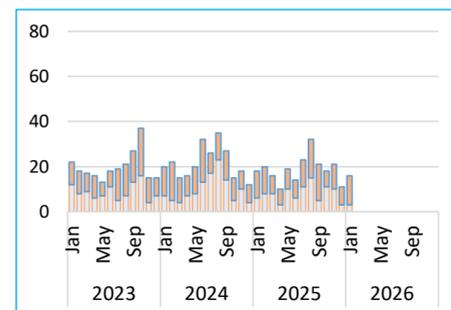
Repositions

83



PILOT Delays (Count)
combined total

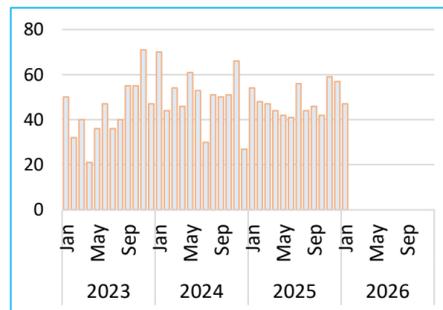
16



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

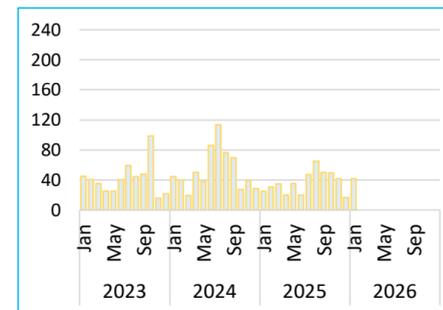
Billable Delays (Count)
by CUSTOMERS

47



PILOT Delay Hours
(Pilot Shortage & Efficiency)

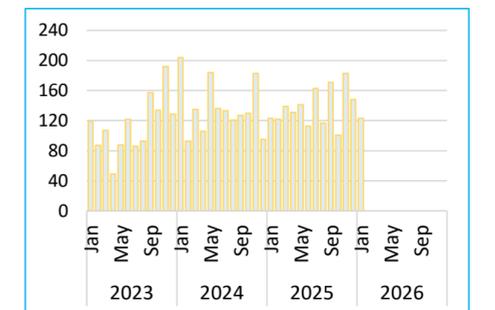
41.75 hrs



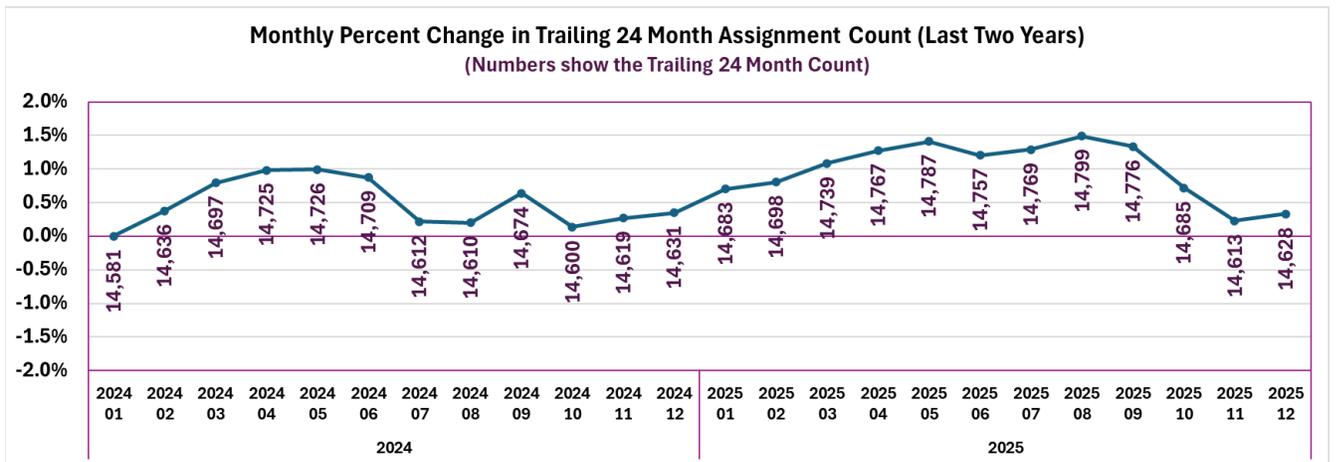
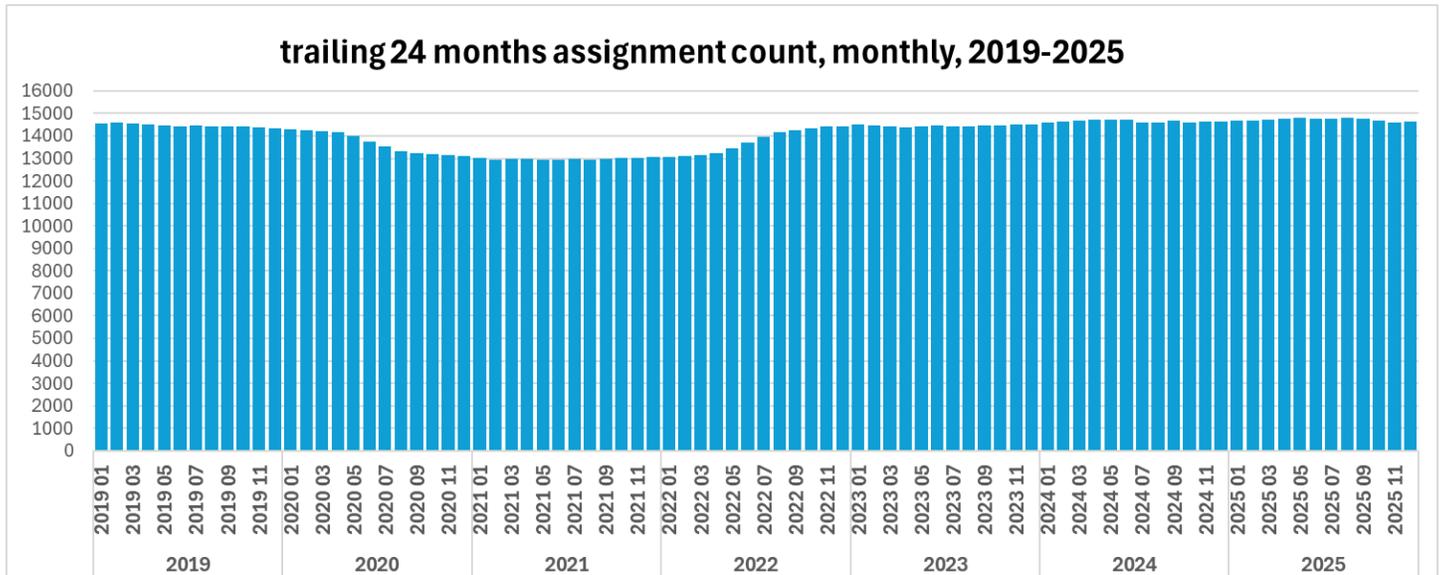
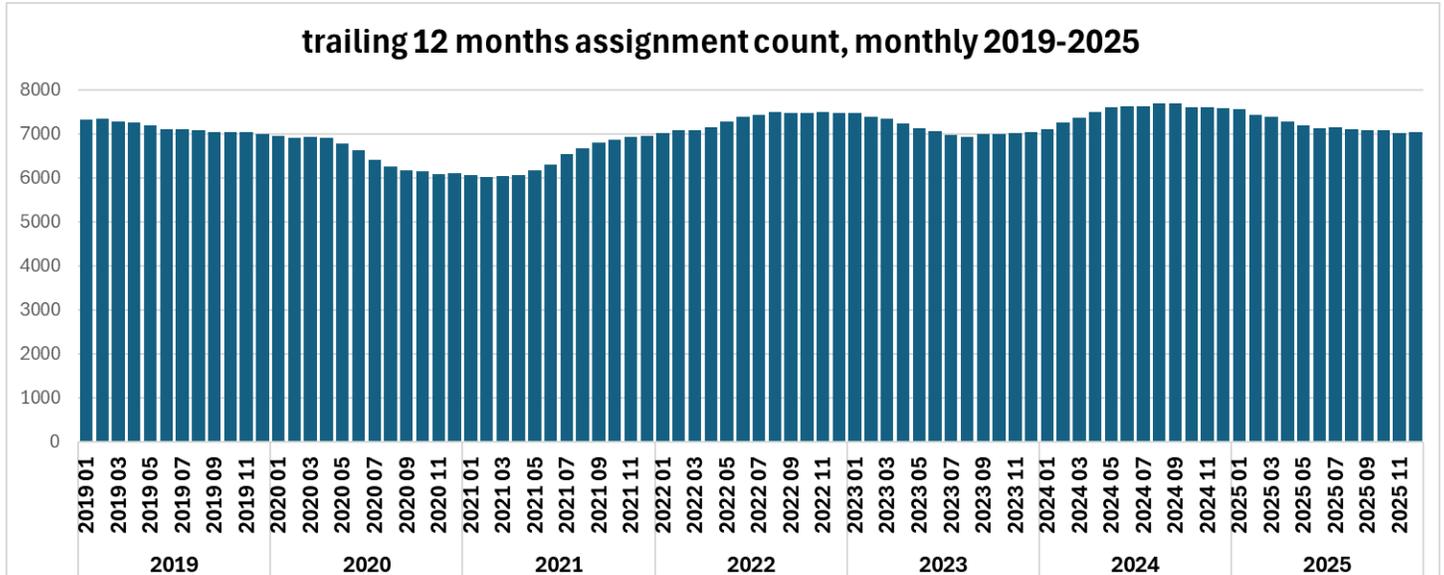
total pilot delay hours (not separated into
efficiency & pilot shortage components)

Billable Delay Hours
by CUSTOMERS

123 hrs



PUGET SOUND DISTRICT ASSIGNMENTS



February 11, 2026

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

Re: Request for Information Regarding Significant Decrease in Assignments in 2025

Dear Chair Tonn and Commissioners,

On behalf of the members of the Pacific Merchant Shipping Association (PMSA), and in response to the request made by the BPC at its January meeting, we are providing the latest data on the significant decreases in pilotage assignments experienced in 2025.

Calculations with Updated Best Data Available:

- CY 2024 assignments of 7,587
- Trailing 12-month period (Aug 23-July 24) at the time of the prior -065 hearing was 7,625 assignments
- CY 2025 there were only 7,036 assignments (PSP Activity Reports)
- January of 2026 vessel arrivals decreased 13.3% from January 2025 (ERTV data)
- Current trailing 12-month period (Feb 25-Jan26) is 6,966 assignments (PSP Reports)
- **Reality = Decrease of 659 assignments since the 065 hearing**

Impact on Number of Pilots - using staff calculations:

- Trailing 12 months: $(6,966 * 0.95)/123 = 54$ pilots + 1 for president = 55 total pilots
- **Full consistency with the BPC August 2024 decision would require reducing the number of licensed pilots from 60 to 55**

The number of assignments will be affected by container, cruise and LNG refueling announcements. Unfortunately, on an annualized basis the total of these announcements represents a further net reduction in total assignments. In addition, many are predicting a year over year import cargo decline during the first half of 2026. We are hopeful that won't be the case but either way, the trend of fewer container ship calls has been a strong one since the peak at nearly 1,400 calls is now down to 752 calls in 2025.

Sincerely,



Captain Mike Moore
Vice President



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

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

MEMORANDUM

To: Board of Pilotage Commissioners
From: BPC Staff
Date: February 12, 2026
Subject: BPC Number of Pilots Process Proposal

Commissioners,

Attached are two draft documents for your review and consideration.

1. **Process for Determining the Number of Authorized Pilot Licenses in the Puget Sound Pilotage District.** The conditions and process for reconsidering the authorized number of pilots have not yet been established. Therefore, this document has been drafted and presented to you for review and consideration at the February 19, 2026 Regular Public Meeting.

For some background of the proposals in draft, in the [2024 Number of Pilots](#) Staff recommendation document, there is a comment where we disagreed with PSP's request for yearly reconsideration. We think every 2 years is appropriate and complementary to our 2-year budget cycle, exam cycle, and training program duration (average). A 2-year review makes sense for routine reconsiderations. In addition, the Board may review the number of authorized pilots upon the request of a stakeholder at any time.

The items in bold red will need to be determined by the Board at the February meeting.

2. **Instructions for Stakeholders.** PMSA has officially requested a change to the number of pilots via a letter received on February 11, 2026. This also coincides with the proposed 2-year review as outlined in the process document.

A timeline for this review is provided in the document as well as data parameters. The items in bold red will need to be determined by the Board at the February meeting.

Please contact Jaimie or Sheri if you have questions ahead of next week's meeting. Thank you.



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

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

**PROCESS FOR DETERMINING THE NUMBER OF AUTHORIZED
PILOT LICENSES IN THE PUGET SOUND PILOTAGE DISTRICT**

[WAC 363-116-065](#)

February 19, 2026

Introductory Statement

Per WAC [363-116-065](#) "(1) The board will, from time to time, set the number of pilots to be licensed in each pilotage district of the state that is best calculated to optimize the operation of a safe, fully regulated, efficient, and competent pilotage service. This determination will be made by the board at meetings for which the agenda lists this issue as a topic for resolution. In addition, the board shall plan ahead to ensure, to the extent possible, that pilot trainees enter the training program set forth in WAC [363-116-078](#) so that they complete the training program in a timely manner".

STEP 1

The Board shall affirm the current Target Assignment Level by official action unless the conditions listed below are found to impact it.

Conditions for Considering the Target Assignment Level (TAL)

The conditions for Board review of the Target Assignment Level are described below:

1. A change in rest rules; and
2. Other safety-related issues that impact pilot workload.

Process for Reconsidering Target Assignment Level (TAL)

The Board may refer this topic to the Pilot Safety Committee for in-depth data analysis and recommendation.

STEP 2

Conditions for Reconsidering the Number of Authorized Pilot Licenses (Number of Pilots)

The conditions for Board review of the Number of Pilots are described below:

1. Further to the requirements listed above in WAC 363-116-065, the Board **shall/may**, every two (2) calendar years in the Spring following the end of the second calendar year, review the current number of authorized pilot licenses based on the data collected for the **two (2) or four (4)** prior calendar years. **The Board may also consider trailing 12 assignment level as a metric.**
2. A stakeholder may request a review of the Number of Pilots for Board consideration at any time. The Board will assess the request and determine if a full review will be granted.

Process for Reconsidering the Number of Pilots

1. Announcement: The Board will announce, at a Regular Public Meeting of the Board of Pilotage Commissioners, if one or more of the above conditions have initiated a review of the Number of Pilots.
2. Timeline: The Board will provide a timeline for submittals, considerations, and decisions.
3. Written Submittals:
 - a. Format
 - i. Electronic files only via email to Bettina Maki at Bettina.Maki@wsdot.wa.gov by a date to be determined by the Board.
 - b. Parameters
 - i. Submittals may address the factors listed in WAC 363-116-065, including the percentage of callback assignments as it relates to rest needs of pilots, as required by the Board.
 - ii. Submittals may utilize monthly PSP pilotage data and activity reports to support arguments, as determined by the Board.
 - iii. BPC may provide PSP pilotage assignment data and activity reports, as well as BPC summaries of that data and BPC training and licensing data related to number of authorized licenses, as determined by the Board.
 - iv. BPC shall put parameters on the date range for data submittal.
 - c. Late Submittals
 - i. Late submittals will NOT be accepted or considered by the BPC.
 - d. Data Resources
 - i. BPC Staff shall develop dashboards and other graphics. Additional data visualizations will not be developed for stakeholders unless directed by the Board.
 - e. Public Comment
 - i. There will be an opportunity for public comment on this agenda item at each meeting until the process is complete.
- II. Record Keeping
 - a. Website – A record of the submissions and official documents will be available on the BPC website at <https://pilotage.wa.gov/rcw-wac.html>.
- III. Documentation Regarding BPC Decision
 - a. BPC Staff will prepare final documentation for BPC decision.
 - b. BPC will provide a final decision document, which will contain rationale for the decision reached. This document will be posted to the online record on a date determined by the Board.



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

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

WAC 363-116-065 Number of Pilots

Instructions for Stakeholders

February 19, 2026

Timeline

2/11/2026	Stakeholder request to consider number of pilots made by PMSA
3/19/2026 – BPC Meeting	Staff recommendation presentation and public comment
4/8/2026	Stakeholder written materials due to BPC by 4:00pm PDST
4/16/2026 – BPC Meeting	Stakeholder input and public comment
5/21/2026 – BPC Meeting	BPC deliberates and determines Number of Pilots
6/30/2026	BPC Final Decision document posted to website and distributed to POIs

Written Submittals:

1. Format
 - a. Electronic files only via email to Bettina Maki at Bettina.Maki@wsdot.wa.gov no later than 4:00pm PDST, April 8, 2026.
2. Parameters
 - a. Submittals may address the factors listed in WAC 363-116-065, including the percentage of callback assignments as it relates to rest needs of pilots, **as required by the Board.**
 - b. Submittals may utilize monthly PSP pilotage data and activity reports to support arguments, **as determined by the Board.**
 - c. BPC may provide PSP pilotage assignment data and activity reports, as well as BPC summaries of that data and BPC training and licensing data related to number of authorized licenses, **as determined by the Board.**
 - d. BPC shall put **parameters on the date range for data submittal.**
3. Late Submittals
 - a. Late submittals will NOT be accepted or considered by the BPC.
4. Data Resources
 - a. BPC Staff may develop dashboards and other graphics. Additional data visualizations will not be developed for stakeholders unless directed by the Board.
 - b. Rebuttals shall NOT introduce new topics, or topics not included in the original submission.

5. Public Comment

- a. There will be an opportunity for public comment on this agenda item at each meeting until the process is complete.

Record Keeping

Website – A record of the submissions and official documents will be available on the BPC website at <https://pilotage.wa.gov/rcw-wac.html>.

Documentation Regarding BPC Decision

BPC Staff will prepare final documentation for BPC decision. BPC will provide a final decision document, which will contain rationale for the decision reached. This document will be posted to the online record on a date determined by the Board.

DRAFT



BPC Meeting: Rule Effects Assessment & Modeling Update

Presenters: Jaimie Bever and Brittany Flittner

February 19, 2026

Agenda

- 1** (Re)introduce Ecology Team
- 2** Review RCW Requirements and Scope
- 3** Review updated BPC-ECY IAA
- 4** Review Draft Research Questions
- 5** Discussion, Seek BPC Input
- 6** Consultation, Outreach, Next Steps

Ecology Rule Effects Assessment and Modeling Team



Brittany Flittner

Research and Policy Unit
Supervisor



Adam Byrd

IT Unit Supervisor, Modeling
Lead



Alex Suchar

Expert Modeler, Analysis
Scientist



Sidhant Bansal

Model Developer



Haley Kennard

Project Manager

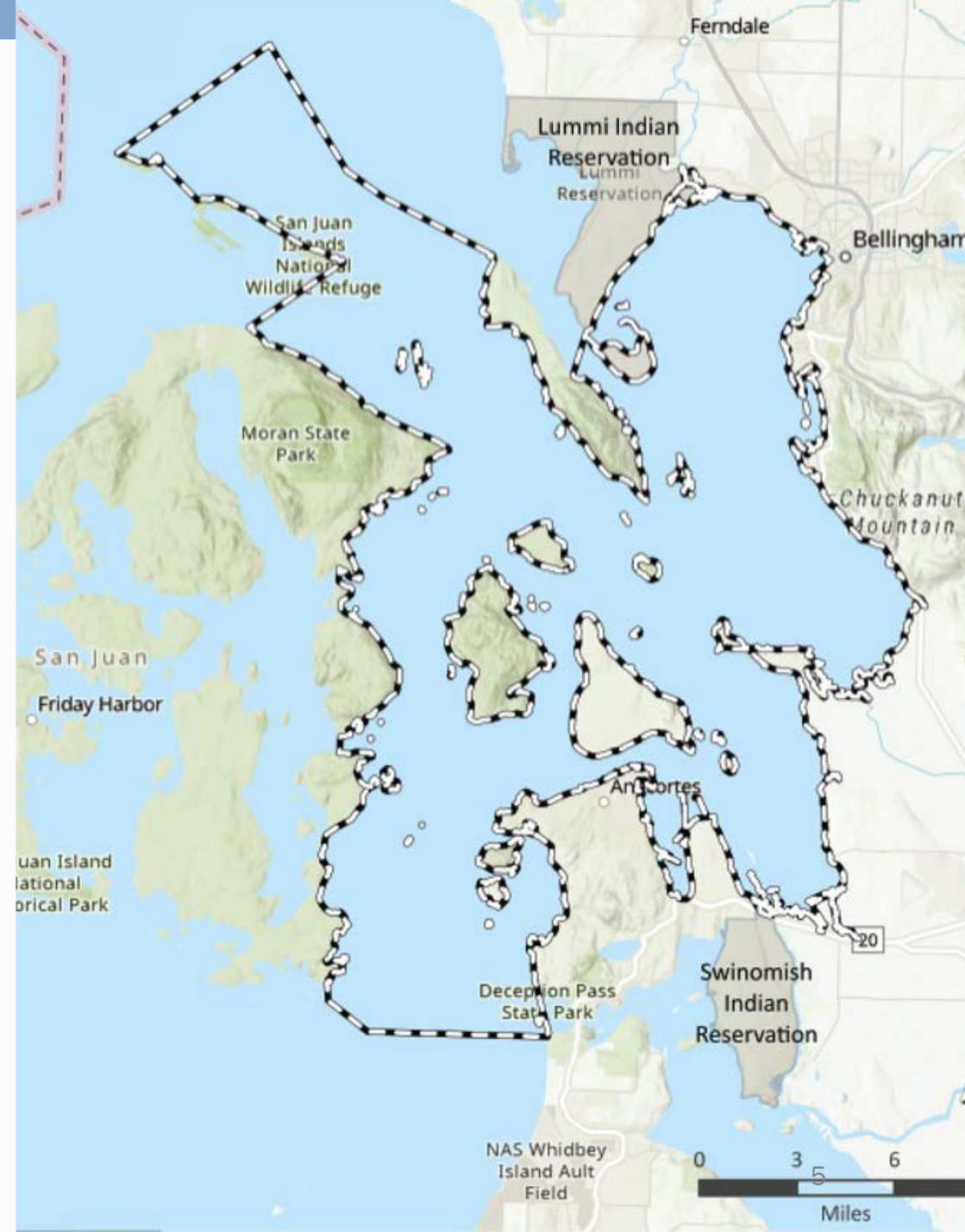


RCW Requirements and Scope

2025 Tug Escort Rule (New Section of Ch. 363- 116 WAC)

- Expanded the area where target vessels* are required to have an escort tug by 28.9 miles.
- Minimum horsepower (hp) requirements for tugs.
- Minimum of twin screw propulsion for tugs.
- Required pre-escort conference.

*Target Vessels: Tankers 5,000-40,000 DWT, ATBs and towed barges over 5,000 DWT.



RCW 88.46.260 Requirements

- **By October 1, 2028** and at least every 10 years thereafter, the BPC and Ecology must determine whether updates to the 2025 tug escort rules are necessary.

Our Focus: Immediate assessment and 2028 deadline to support BPC decision-making.

RCW Requires that the Assessment Include

- 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 the USCG and potentially affected federally recognized Tribes,
- **May** include vessel traffic data, vessel accident and incident data (Team plans to include)

Timeline, Scope, Capacity

- Decision on whether to pursue rulemaking based on this assessment due by October 2028 (< 2 years).
 - Targeted research agenda to support BPC decision-making and meet RCW requirements.
 - Working within existing modeling framework and data sources. Limited post-2025 rule data available.
 - In-house staff capacity only.
- Rule to be re-assessed again for 2038.
 - Opportunity for more substantive changes to modeling framework, completely new elements, expanded research agenda.
 - Longer timeframe for available data.

Proposed Work Timeline

Phase & Proposed Timeline	Milestones
Phase 1 – Scoping (Through Summer 2026)	<ul style="list-style-type: none"> • 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)	<ul style="list-style-type: none"> • 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)	<ul style="list-style-type: none"> • Communicate rule effects assessment results • Facilitated process with BPC on decision to pursue rulemaking • May 1, 2028: Target decision date



BPC – Ecology Roles and Collaboration

BPC-Ecology Inter-Agency Agreement

BPC and Ecology:

- Develop project plans, scopes of work, communication strategies
- Regular meetings to coordinate and prepare for activities
- Consult with USCG and Tribes, stakeholder outreach
- Consider the effects of the 2025 rule

BPC:

- Policy decisions (by Board vote)
- Final decision on whether to pursue rulemaking in 2028 and notifications to legislature
- Approval of scope of work
- Technical assistance to Ecology as needed.

Ecology:

- Technical decisions about risk model and assessment
- Maintain and update risk model framework
- Conduct rule effects assessment
- Decisions about Ecology program capacity and workload



Research Questions and Discussion

Questions to the BPC

- What kinds of information will be helpful for you in deciding whether to update the rule in 2028?
- What information was helpful or would have been helpful to have for the 2025 rule?
- Is there anything missing from the research questions?
- How do you want our findings presented?
- How often do you want to be updated and do you have any specific priorities for our coordination with the BPC?

Research Questions: Vessel Traffic

- **How has the 2025 rule affected vessel traffic? (in RCW)**
 - Where has traffic increased/decreased?
 - What kind of traffic has changed? (target vessels, escort tugs, other covered vessel types?)
 - Are we seeing route switching by target vessels or other vessels?
 - What tug rendezvous/waiting behavior are we seeing?
 - How are the pre-escort conference and minimum horsepower and propulsion being implemented and what impacts are they having?
 - How do changes in vessel traffic affect Tribal fishing? Other ocean users?
- **What observed or forecasted changes in vessel traffic should be considered? (in RCW)**
 - What changes have been observed?
 - Analysis of vessel traffic from recent, underway, and planned projects?
 - What other changes in the environment/context have occurred that may inform BPC decision-making? (regulatory and policy analysis)

Research Questions: Oil Pollution

- **How has the 2025 rule affected oil spills? (in RCW)**
 - Oil spills and target vessels? Oil spills and escort tugs? Oil spills and other covered vessels?
 - Analysis of near misses and related incident types?
 - How are the pre-escort conference and minimum horsepower and propulsion being implemented and what impacts are they having?
 - Consider historical incident data and modeled risk changes.
- **What observed or forecasted changes in vessel traffic should be considered that may affect oil spills? (in RCW)**
 - What changes in spill risk have been observed?
 - Analysis of spill risk from recent, underway, and planned projects?
 - What other changes in the environment/context have occurred that may inform BPC decision-making? (regulatory and policy analysis)

Research Questions: Context/Other

- Are there other uncertainties we should keep in mind when assessing future oil spill risk? Or other patterns we can observe?
- What are the actual circumstances of loss of propulsion and drift grounding events?
- What specifically are tug escorts preventing and how are they preventing things?
- How do things like tethering, time to control, etc. impact outcomes?
- How else are tug escort requirements useful?

Discussion

- What kinds of information will be helpful for you in deciding whether to update the rule in 2028?
- What information was helpful or would have been helpful to have for the 2025 rule?
- Is there anything missing from the research questions?
- How do you want our findings presented?
- How often do you want to be updated and do you have any specific priorities for our coordination with the BPC?



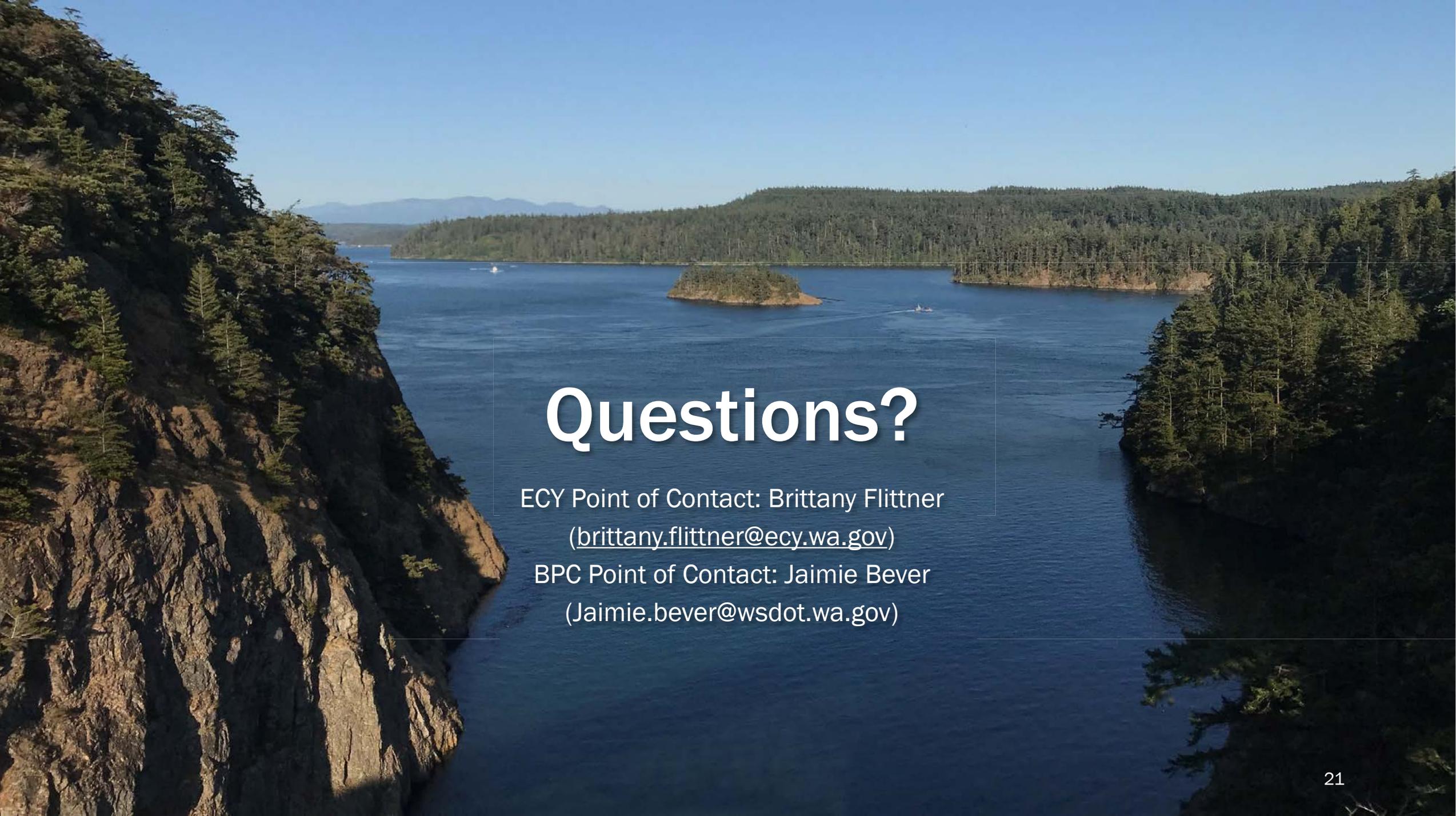
Consultation, Outreach, Next Steps

Consultation and Outreach Plans

- Tribal Governments
- US Coast Guard
- Stakeholder and Tribal Government Workshops Planned
- Industry-Specific and/or Targeted SME Outreach

Next Steps

- Workshop series late Spring/early Summer
- SOW draft underway, review and approve by the BPC early-to-mid Summer
- Have questions or want to discuss? Reach out to us.



Questions?

ECY Point of Contact: Brittany Flittner
(brittany.flittner@ecy.wa.gov)

BPC Point of Contact: Jaimie Bever
(Jaimie.bever@wsdot.wa.gov)

Washington State Board of Pilotage Commissioners

Quarterly Key Performance Indicators Dashboard

12 MONTHS ENDING: Dec 31, 2025

Safety

Rest Rule Exceptions

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

2025 Q1	2025 Q2	2025 Q3	2025 Q4
0.42% ❌ 1664 assigns 7 rest exc.	0.06% ✅ 1757 assigns 1 rest exc.	0.10% ✅ 1945 assigns 2 rest exc.	0.24% ✅ 1672 assigns 4 rest exc.

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

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

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

Grays Harbor District
KPI target: 1 or less per year

2025 Q1	2025 Q2	2025 Q3	2025 Q4
0 ✅ 74 assigns 0 rest exc.	0 ✅ 68 assigns 0 rest exc.	0 ✅ 64 assigns 0 rest exc.	0 ✅ 80 assigns 0 rest exc.

Unsafe Transfer Arrangements Resulting in Fall or Injury

KPI target: 0

2025 Q1	2025 Q2	2025 Q3	2025 Q4
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 Q1	2025 Q2	2025 Q3	2025 Q4
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 Q1	2025 Q2	2025 Q3	2025 Q4
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 Q1	2025 Q2	2025 Q3	2025 Q4
Mar 19 ✅ DEI Steering Committee	Apr 22 ✅ Jun 30 ✅ DEI Steering Committee	July 14, 28 ✅ Aug 11, 25 ✅ Sep 8, 22, 29 ✅ Exam Messaging	Oct 6, 20 ✅ Nov 17 ✅ Dec 1, 15 ✅ Exam Messaging

DEI Events Attendance and/or Sponsorship (yearly)

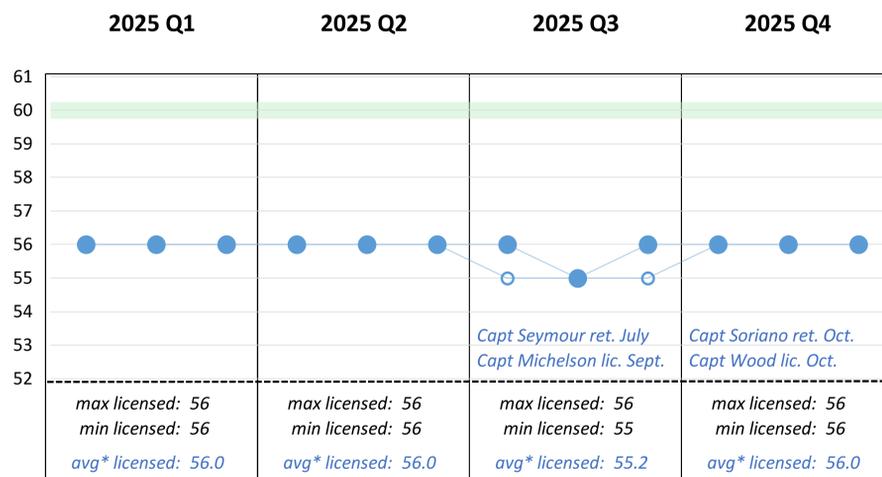
KPI target: 3 events per year or more

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	✅

Pilot Training and Licensing

Number of Licensed Pilots

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



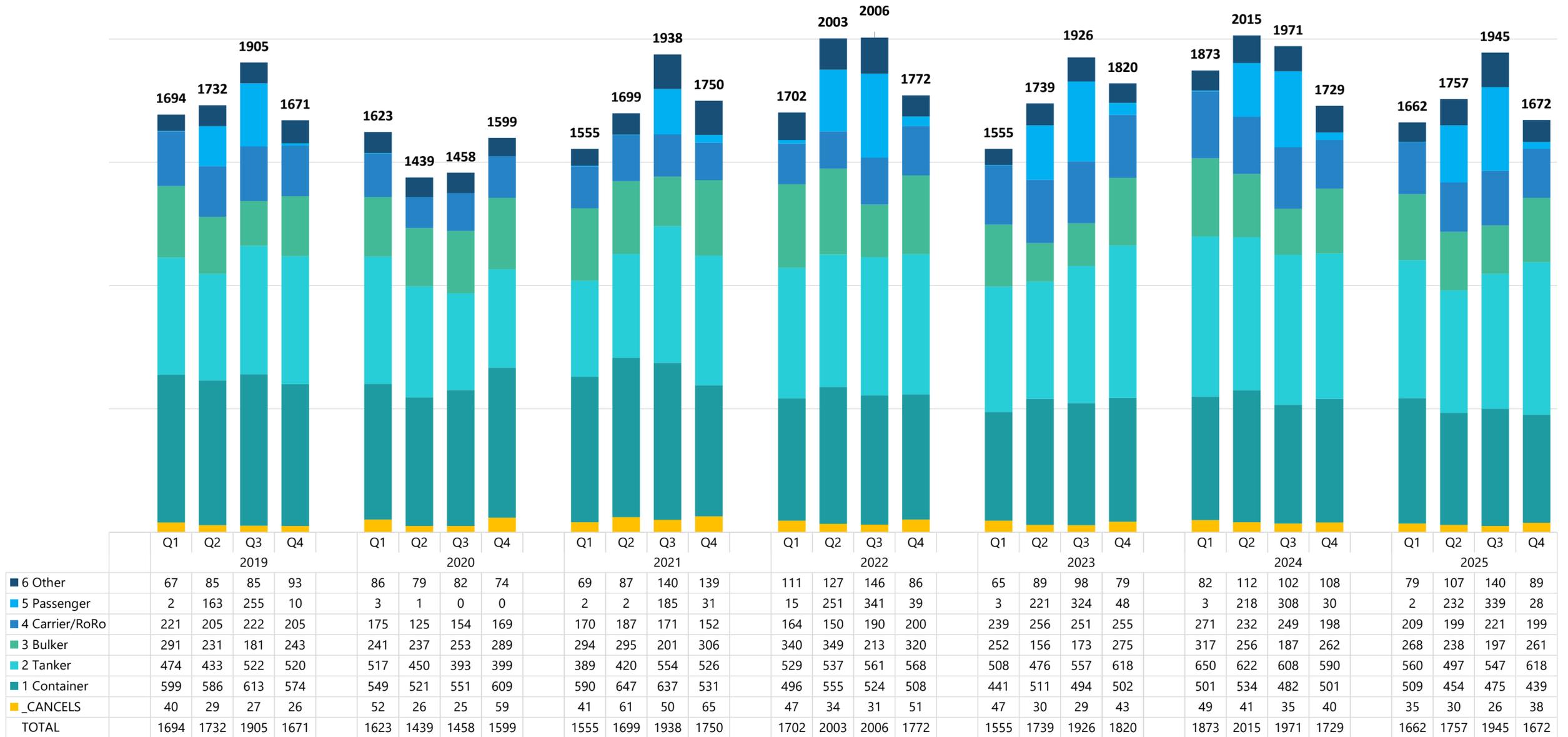
*average takes into account mid month retirements & licensures -- it is calculated using aggregate licensed days of all pilots

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

Puget Sound Pilotage District Assignments 2019-2025
quarterly, by vessel type, including cancellations



Grays Harbor Pilotage District Assignments 2019-2025
quarterly, by vessel type, including cancellations



MEETING MINUTES
STATE OF WASHINGTON ~ BOARD OF PILOTAGE COMMISSIONERS
February 19, 2026

PUBLIC HEARING – Call to Order

A Public Hearing concerning WAC 363-116-083 Written examination protest and appeals procedures & WAC 363-116-084 Simulator evaluation protest and appeal procedures was convened at 11:00 a.m. by Chair Sheri Tonn in the Dolphin Conference Room, 2901 Third Avenue, Seattle, WA and online via Microsoft Teams.

Present In person:

Chair: Sheri Tonn

Commissioners: Mike Anthony (Pilot), Lee Tyler (Foreign Flag Shipping),
Andrew Drennen (U.S. Flag Shipping)

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Puget Sound Pilots: Ivan Carlson, Scott Brewen, Matt Hannuksela

Present via Teams:

Commissioners: Tim Farrell (Public), Jason Hamilton (Public), Severin Knutsen (Pilot),
Tom Buroker (Ecology)

AAG: Lauren Jaech

Puget Sound Pilots: Sandy Bendixen, Mark Bostick, Ken Grieser

Port of Grays Harbor: Mike Folkers

Pacific Merchant Shipping Association: Mike Moore

Port Gamble S'Klallam Tribe: Chloe Donaldson

American Waterways Operators: Kyle Burlison

UTC: Scott Sevall

Public: Ann LaRue, Chris Adams, Kris Faucett, Bryon Starkey

WAC 363-116-083 Written examination protest and appeals procedure & WAC 363-116-084 Simulator evaluation protest and appeals procedure. In preparation for the 2026 Washington State Marine Pilot Exam, the Board is updating the Pilotage Rules concerning the appeal and protest process for both the written exam and simulator evaluation to reflect updated practices developed during the 2024 exam process. Chair Tonn asked for any public comment and upon hearing none she closed the hearing at 11:05 a.m.

REGULAR MEETING – Call to Order

The Regular Meeting of the Board of Pilotage Commissioners was called to order immediately following the hearing by Chair Sheri Tonn in the Dolphin Conference Room, 2901 Third Avenue, Seattle, WA and online via Microsoft Teams.

Present In person:

Chair: Sheri Tonn

Commissioners: Mike Anthony (Pilot), Lee Tyler (Foreign Flag Shipping),
Andrew Drennen (U.S. Flag Shipping)

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Puget Sound Pilots: Ivan Carlson, Scott Brewen, Matt Hannuksela

The Northwest Seaport Alliance: Lindsay Wolpa

Present via Teams:

Commissioners: Tim Farrell (Public), Jason Hamilton (Public), Severin Knutsen (Pilot),
Tom Buroker (Ecology)

AAG: Lauren Jaech

Puget Sound Pilots: Sandy Bendixen, Mark Bostick, Ken Grieser

Port of Grays Harbor: Mike Folkers

Pacific Merchant Shipping Association: Mike Moore

Port Gamble S'Klallam Tribe: Chloe Donaldson

American Waterways Operators: Kyle Burlison

Department of Ecology: Brittany Flittner, Adam Bird, Alex Suchar

UTC: Scott Sevall

Public: Ann LaRue, Chris Adams, Kris Faucett, Bryon Starkey

BPC Staff Report.

- BPC Executive Director Jaimie Bever reported that members from the tug escort rulemaking team including Chair Tonn and herself attended Staff consultation with the Port Gamble S’Klallam Tribe on January 22 to talk about the rule. It was originally scheduled as Government-to-Government consultation but due to scheduling conflicts at the Tribe the team just met with staff. It was a valuable conversation and a good foundation for future work together. The BPC and Ecology thank the PGST for graciously hosting.
- Jaimie also reported on the latest Harbor Safety Committee Meeting, in which she met with Laura Pagano with NOAA who advised that the PSP request on the chart revisions was moving forward. There was also a presentation from Seaspan LNG on the new bunkering barges that will be calling in Puget Sound. Seaspan will present to the Board at the April meeting.

BPC Chair Report.

- BPC Chair Sheri Tonn shared details of Maritime Day in Olympia which took place on February 5 and was well attended.
- Chair Tonn also reported on an excellent Women on the Water Conference held in Baltimore at MITAGS East. During her and Jaimie’s stay they also met and had a good conversation with the Executive Director of the Maryland Board of Pilots.

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

Due to the current partial government shutdown, the United States Coast Guard (USCG) was unable to have a representative available to make a report.

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

NEW BUSINESS

Consideration of Previous Hearing on WAC 363-116-083 Written Examination protest and appeals procedure & WAC 363-116-084 Simulator evaluation protest and appeals procedure.

Motion: Anthony/Drennen – adopt the changes to both WACs 363-116-083 and 084 as proposed in the CR102 – Carried.

Pilot’s Report of Marine Safety Occurrence: *EVER ELITE*, 01/16/2026

Port Angeles Pilot Boarding Area	While on pilot boat heading to the vessel <i>EVER ELITE</i> pilot received radio call that vessel had lost propulsion and confirmed with VTS that it would need to proceed to anchorage in Port Angeles. The vessel was towed safely to anchorage and secured.	<u>Motion:</u> Drennen/Farrell – File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *CAPE GATA*, 01/19/2026

Inbound to Tacoma Anchorage	During MPX, pilot was informed that during astern test the engine failed to start. However, after repairs it was now functioning. VTS gave permission to proceed to anchorage if assist tug was utilized. Anchored without incident.	<u>Motion:</u> Farrell/Tyler – File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: *GARTH FOSS*, 01/24/2026

Underway in Saddlebags Channel	While underway, tug <i>GARTH FOSS</i> ’ tether lines parted. Pilot had them regroup and take close escort position off of starboard quarter for the rest of the transit, which was completed without incident.	<u>Motion:</u> Drennen/Farrell – File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: TUG PROTECTOR, 01/29/2026

Landing in Anacortes	While landing alongside, pilot lost radio communications with tug <i>PROTECTOR</i> . Pilot contacted tug by phone until communication restored. Afterwards, it was determined that the newly installed radios are prone to easily switch to a different channel if user isn’t careful.	<u>Motion:</u> Farrell/Drennen – File as a Marine Safety Occurrence – Carried.
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Pilot’s Report of Marine Safety Occurrence: MATSON TACOMA, 02/05/2026

Northbound in TSS between buoys SG and SF.	Vessel experienced blackout including loss of electrical power on the bridge and main propulsion while transiting outbound midway between buoys SG and SF. Confirmed main propulsion was still online and notified VTS. A few minutes later power and propulsion were regained. Vessel never left the shipping lanes and continued outbound with no further issues. Determined to be faulty temperature sensor.	Carry forward to March meeting.
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Pilot’s Report of Marine Safety Occurrence: YM PLUM, 02/09/2026

Underway approaching SG buoy.	While underway, speed greatly reduced. Upon troubleshooting, engine room asked to stop engine to reset a sensor. After engine stopped, and upon trying to restart <i>YM PLUM</i> lost propulsion. Propulsion was not restored and <i>YM PLUM</i> went to anchor without incident with tug assistance.	<u>Motion:</u> Anthony/Tyler – File as a Marine Safety Occurrence – Carried.
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Meeting Minutes.

Motion: Knutsen/Farrell – approve the January 15 Regular Meeting Minutes as presented with redlined changes – Carried.

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

The Board received a letter from PMSA requesting a reduction in the authorized number of pilots from 60 to 55, which led to the need to formalize a long-term consistent process as well as parameters for a review in 2026. BPC staff provided drafts for Board consideration of 1) a process and 2) 2026 instructions and timeline. BPC Program Analyst Bettina Maki provided data for the Board to continue the conversation started last month about licensure and retirement timelines and walked attendees through the various components. This included an interactive chart developed in response to a formula suggested by Commissioner Farrell, to estimate yearly assignment capacity 5% above and 5% below the Target Assignment Level depending on the number of licensed pilots. Board discussion followed.

The Board then reviewed and considered the draft process document. The first consideration was regarding the frequency for reviewing the number of pilots. Staff recommended a biennial process (every two years), kicking off in the spring and considering data from the two prior calendar years. This would occur in even-numbered years.

Motion: Anthony/Drennen – review the number of pilots every April in even-numbered years – Carried as amended. The motion was followed by discussion about maintaining flexibility.

Motion: Farrell/Hamilton – amend the current motion to the Board shall decide whether to review the current number of authorized licenses every April in even-numbered years – Carried.

The Board then considered the number of years of data to be considered when reviewing the number of pilots. Options included the trailing 12 months, the trailing 24 months, and the trailing 4 years of data. Staff’s recommendation was the trailing 24 months. Some considerations included the needs of the pilot training program with its multiple-year timelines, as well as normal vessel traffic fluctuations.

Motion: Drennen/Farrell – use the trailing 12 months plus any confirmed changes in forecasted traffic – in favor: Drennen, Farrell, Buroker, and Lee. Opposed: Anthony, Knutsen, Hamilton, and Tonn – Motion fails due to tie.

10 MIN BREAK

Motion: Knutsen/Anthony – use data for the previous 24 calendar months – Amended.

Motion: Hamilton/Farrell – amend the current motion to use data for the previous 24 calendar months plus confirmed traffic changes – Amended.

Motion: Anthony/Farrell – amend the amendment to use data for the trailing 24 months plus confirmed traffic changes – Carried.

Motion: Farrell/Anthony – approve the draft for the process of reviewing the authorized number of pilots with the changes to pages 1 and 2 as discussed above – Carried.

The Board then reviewed then draft instructions for the 2026 review of the number of pilots.

Motion: Drennen/Lee – approve the instructions to stakeholders document which outlines the next Board meeting actions with a final vote call in May with an amendment to have the final documents on the website by May 31 – Carried.

Committee Actions.

Trainee Evaluation Committee (TEC)

- **Pilot License Upgrade Program: Captains Gartner, Bostick & Michelson.** TEC Chair Knutsen reported that the TEC met yesterday and reviewed the letters for Captains Gartner, Bostick & Michelson. One pilot completed his upgrades early leaving 11 pilots in their upgrading windows currently.

Motion: Knutsen/Anthony – approve the pilot license upgrade programs for Captains Gartner, Bostick & Michelson – Carried.

- **Simulator Training: Captains Bolton & Butterfield.** TEC Chair Knutsen stated that Trainees Bolton and Butterfield are ready to be scheduled for simulator training. In addition, the simulator at MITAGS is not available until May due to the BPC's upcoming pilot exam.

Motion: Knutsen/Drennen – approve a one-time stipend increase to cover the simulator training for Captains Bolton & Butterfield – Carried

- Commissioner Anthony will be scheduling PPU training for 3 Puget Sound Trainees who are currently in Evaluation and are expected to be licensed sometime between April and June.
- While the team from Dainis & Co were here earlier in February they were able to continue to make progress on the Psychometric Training Program Review. They were able to participate in a training job on the Duwamish, and both an observation and training job to Olympia. In addition, they were able to complete more interviews with BPC staff, TEC, trainees and pilots.
- There are currently 9 trainees in Puget Sound. Six of those trainees are in Training, and the remaining 3 are in Evaluation. There is also 1 trainee in Grays Harbor, currently in Evaluation. All the trainees are making good progress.
- The TEC recently completed an upgrade survey that will be sent to all pilots when they complete their upgrade level to get more feedback on how the upgrading process is going. The group had a good discussion and looked at some key takeaways from the completed surveys that have been done thus far.

Pilot Exam Committee (PEC)

- Commissioner Knutsen reported that the exam team has been hard at work on item writing and review, and that Dainis and Co. was in town for a week earlier this month to continue development of the simulator evaluation.
- The exam application review group met to review 8 applications.

Motion: Knutsen/Anthony – approve Captains 12, 13, 14, 16 & 18 to sit for the Knowledge Based Test (written exam) with Captain 17 pending until March after an ask for more sea time documentation – Carried.

Exemptions from Pilotage.

Motor Yacht GALAXY ZIBO – 108', 210 gt, Panama registry, Captain Cliff Taylor.

Motion: Drennen/Anthony – concur with Chair Tonn's granting of the interim annual exemption with the condition of none of the three geographically restricted areas - Carried.

Sailing Yacht CLIPPER RACE FLEET – 10 vessels 70', 50 gt, United Kingdom registry, various captains.

Motion: Anthony/Tyler – based upon previous races and the behavior shown, which resulted in MSO's and warning letters, deny pilotage exemption for the Clipper Race – Carried.

Motor Yacht ODYSSEA – 153', 491 gt, Cayman Island registry, Captains Duncan Stephenson & Christopher Seago.

Motion: Farrell/Tyler – concur with Chair Tonn’s granting of the interim annual exemption with the condition of a pilot orientation and none of the three geographically restricted areas - Carried.

Pilot/Trainee Physical Examination Reports.

Motion: Hamilton/Farrell – approve the pilot physical examination reports for Captains R.L. D’Angelo, S.E. Knutsen, T.M. Bozina, K.J. Grieser and E.C. Klapperich for their annual pilot license renewals – Carried with one abstention from Commissioner Knutsen.

It was noted that there is still one pilot in not-fit-for-duty status who hopes to be returning in early March.

CLOSED SESSION

A Closed Session of the Board of Pilotage Commissioners was called to order at 12:30 p.m. by Chair Sheri Tonn in the Dolphin Conference Room, 2901 Third Avenue, Seattle, WA and online via Microsoft Teams to discuss matters related to the 2026 Marine Pilot Exam.

Present In person:

Chair: Sheri Tonn

Commissioners: Mike Anthony (Pilot), Lee Tyler (Foreign-Flagged Shipping), Andrew Drennen (U.S. Shipping)

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Present via Teams:

Commissioners: Jason Hamilton (Public), Tim Farrell (Public), Severin Knutsen (Pilot), Tom Buroker (Ecology)

AAG: Lauren Jaech

15 MINUTE BREAK

After the break and closed session, upon return Chair Tonn asked if there were any recommendations from the closed session. The Board reviewed the findings of the Exam Application Review Group on an appeal request.

Motion: Anthony/Drennen – Based on state law, affirm the findings of the Exam Application Review Group and not approve Captain 19 to sit for the Knowledge Based Test (written exam) – Carried.

Presentation: Process for the 2028 Tug Escort Rule Assessment. BPC Executive Director Jaimie Bever and Brittany Flitner from the Ecology Team gave a PowerPoint presentation on the process for the 2028 Tug Escort Rule Assessment. A copy of the presentation can be found at <https://pilotage.wa.gov/meetings> under the February meeting materials. A short Q&A followed.

Tug Escort Rulemaking Implementation – Public Comment.

Chair Tonn asked if there were any public comments on the implementation of the new rule regarding tug escorts, which went into effect on December 21, 2025, and none were offered.

Committee Updates.

Oil Transportation Safety Committee (OTSC)

- The OTSC will have its next meeting on March 2 and will discuss voluntary mitigation measures. Other discussions will include continued membership and how the OTSC might be involved in the 2028 rule assessment.

Pilot Safety Committee (PSC)

- The next meeting of the PSC is on April 7.

Pilotage Act Advisory Committee (PAAC)

- The PAAC met on February 11. After March 15, downloadable Canadian Incidents will be available. They will be included in the March meeting materials, and the Board can decide how they want to consider those moving forward.

Terminal Operations Work Group (TOWG)

- The TOWG has not met since the last meeting.

Diversity, Equity, and Inclusion Committee (DEIC)

- The next meeting scheduled is March 17.

Confirmation of Next Regular Meeting Dates. Chair Tonn reminded everyone that the next meetings will be March 19 and then April 16 at 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 3:10 p.m.

Respectfully submitted,

Jaimie C. Bever, Executive Director

Sheri J. Tonn, Chair

Eleanor Kirtley, Vice Chair

Commissioner Timothy J. Farrell

Commissioner Andrew Drennen

Commissioner Lee Tyler

Commissioner Severin Knutsen

Commissioner Michael Anthony

Commissioner Jason R. Hamilton

Commissioner Tom Buroker