

MEETING MINUTES
STATE OF WASHINGTON ~ BOARD OF PILOTAGE COMMISSIONERS
June 18, 2026

REGULAR MEETING – Call to Order

The Regular Meeting of the Board of Pilotage Commissioners was called to order at 11:00 a.m. by Chair Sheri Tonn in the Agate Conference Room, 2901 Third Avenue, Seattle, WA and online via Microsoft Teams.

Present In Person:

Chair: Sheri Tonn

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

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Puget Sound Pilots: Ivan Carlson, Matt Hannuksela, Richard Boullion & Friends

Public: Sarah Scherer

Present via Teams:

Commissioners: Tim Farrell (Public), Jason Hamilton (Public), Severin Knutsen (Pilot), Andrew Drennen (U.S. Flag Shipping), Mike Anthony (Pilot), Lee Tyler (Foreign Flag Shipping)

AAG: Albert Wang, Lauren Jaech

Puget Sound Pilots: Travis McGrath, George Fleischfresser, Joe Semler, Scott Brewen

Port of Grays Harbor: Mike Folkers

The Northwest Seaport Alliance: Lindsay Wolpa

USCG: Ian McPhillips

Public: Ann LaRue, Jill Taylor, Lillie Wightman, Rene Boullion, Mason Reed, Fred Felleman, Stew Potter, Joel Anderson

BPC Staff Report.

- BPC Executive Director Jaimie Bever shared details of PSP Intern Chloe Hedge's day spent with the BPC.
- Due to WSF's downsizing to one floor in the building, BPC has a new suite number – Suite 400 effective as of now.
- The final determination of the WAC 363-116-065 Number of Pilots ruling is now listed on the BPC website under the rules/regulations section.
- E.D. Bever discussed the budget instruction memo from the Office of Financial Management, which calls out the challenging 2027-2029 budget cycle.
- E.D. Bever attended the Grays Harbor Safety Committee meeting. There were no pilotage issues reported.
- Tomorrow, the BPC and the State of Washington will celebrate Juneteenth and the BPC office will be closed.

BPC Chair Report.

- Chair Tonn moved right into Activity Reports.

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 CDR Ian McPhillips representing United State Coast Guard (USCG) offered current and projected statistical data as well as updates on current maritime issues and activities. PMSA was not available to offer a report.

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

NEW BUSINESS

Pilot's Report of Marine Safety Occurrence: *TUG GUARD, 05/16/2026*

While docking at Holly Frontier Anacortes.	A new radio on the tug inadvertently had its channel changed when the microphone was engaged. When pilot was unsuccessful at reaching the tug on the radio, they had the bow tug stopped and called the other tug on the phone. Once reached, docking resumed without further issues.	Motion: Buroker/Hamilton – file as an MSO – Carried.
--	---	---

Pilot's Report of Marine Safety Occurrence: CAPE SAN JUAN, 05/24/2026

Underway near the Fauntleroy-Vashon ferry crossing.	Vessel was running at half ahead due to wake concerns. When full ahead was ordered, the rpm dropped and vessel had to stop engine. After several unsuccessful attempts, tugs were called to bring the vessel to anchorage at Yukon Harbor. Vessel anchored without issue.	<u>Motion</u> : Farrell/Anthony – file as an MSO – Carried.
---	---	---

Pilot's Report of Marine Safety Occurrence: DIVING OPERATIONS, 05/26/2026

Seattle Pier 90 West.	Prior to getting underway on the <i>Carnival Spirit</i> , the pilot looked out and saw a diving trailer with an air line running into the water. There was a great risk to the diver if either the mooring lines were let go or if the engine or thrusters were activated. The line boss was able to find someone inside the trailer and the diver was pulled from the water. Pre-departure checks were resumed without further incident.	<u>Motion</u> : Anthony/Farrell – file as an MSO – Carried. This MSO will be forwarded to Stephanie Stebbins-Jones, Port of Seattle.
-----------------------	---	---

Meeting Minutes.

Motion: Kirtley/Farrell – approve the May 21, 2026 Regular Meeting Minutes as presented – Carried.

Committee Actions.

Trainee Evaluation Committee (TEC)

- TEC Chair Captain Knutsen reported that there were no upgrade letters this month. There are 11 pilots in their upgrading windows currently.
- TEC Chair Knutsen also stated that 3 new trainees, Captains Adams, Omdal, and Sullivan, were recently on-boarded and started training on June 1, 2026.
- Yesterday, the TEC met and reviewed all trainees as well as continued to look at Hard-To-Get trips and rotation. The TEC also started reviewing PPU trips and may be making some recommendations to the PPU trips soon. With a potential licensure today, that leaves 9 trainees in Puget Sound. Six are in Observation and Training, and three in Familiarization. There are no trainees in Grays Harbor. All the trainees are making good progress, and the TEC expects 2 moving into Evaluation in July.
- **Consideration of Licensure of PSPD Pilot Candidate: Captain Richard Boullion.** On behalf of the Trainee Evaluation Committee (TEC), TEC Chair Commissioner Knutsen stated that Captain Richard Boullion 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 and yesterday the TEC unanimously voted to affirm his recommendation. Captain Boullion started training in October 2024 and completed 331 trips.
Motion: Knutsen/Tyler – issue Captain Richard Boullion state pilot license #234 for the Puget Sound Pilotage District – Carried.

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

Pilot Exam Committee (PEC)

- The PEC has put a ranked list together for Board consideration. Commissioner Knutsen stated that the Pilot Exam Committee worked on the appeals received and that they were also working on the Job Task Analysis process currently recruiting pilots to participate.
Motion: Knutsen/Farrell – approve the 2026 WA State Marine Pilot Exam ranked list as presented – Carried.
- Commissioner Farrell stated his appreciation to the Pilot Exam Committee for all of their hard work. Chair Tonn concurred and also thanked the staff, Dainis & Company, and MITAGS West. She also stated that the committee will have a debrief meeting to look at successes and challenges along with lessons learned for the next exam.
- The list will be posted to the BPC website by the end of the day and all participants in the 2026 exam will be receiving an individual score letter that will be sent via email before the end of next week.

Exemptions from Pilotage.

Motor Yacht ST EVAL – 114', 218 gt, British registry, Captain Orlando Milla.

Motion: Farrell/Knutsen – concur with Chair Tonn's granting of the interim annual exemption with no conditions – Carried.

Motor Yacht TESS – 120', 244 gt, Cayman Islands registry, Captain Orlando Milla.

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

Motor Yacht CV-9 – 140', 325 gt, Cayman Islands registry, Captains Milton, Hayes and Johnson.

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

Motor Yacht BEOWULF – 189', 941 gt, Cayman Islands registry, Captains Joliff & Emmons.

Motion: Anthony/Buroker – grant an annual exemption with the conditions of a Pilot Orientation through the Locks and no Deception Pass or Duwamish Waterway – Carried.

Motor Yacht CHIRON – 177', 776 gt, Marshall Islands registry, Captain Parker Roberts.

Motion: Farrell/Drennen – concur with Chair Tonn's granting of the interim annual exemption with the conditions of a Pilot Orientation and no Deception Pass, Locks or Duwamish Waterway – Carried.

Motor Yacht CHASING DAYLIGHT – 164', 492 gt, Cayman Islands registry, Captain Scott Ryan.

Motion: Farrell/Anthony – concur with Chair Tonn's granting of the interim annual exemption with the conditions of a Pilot Orientation and no Deception Pass, Locks or Duwamish Waterway – Carried.

PSP Tribal Fisheries Handout. Captain Matt Hannuksela presented a newly created Tribal Fisheries FIFA handout that was developed by Tribes for transient yachts coming to Puget Sound for FIFA matches. Puget Sound Pilots utilizes this as additional material when giving yacht captains orientation cruises. PSP was also looking to have this added to the Foreign Yacht Familiarization Packet. After some discussion, it was decided that Puget Sound Pilots would create a cover letter to introduce this to yacht captains and the BPC would facilitate getting it sent out to the appropriate stakeholders as well as post it on the BPC website.

Pilot/Trainee Physical Examination Reports.

Motion: Knutsen/Kirtley – approve the pilot physical examination reports for Captains J.E. Kalvoy, P.S. Kelly, G.G. Fleischfresser and S.T. Coleman for their annual pilot license renewals – Carried.

Motion: Farrell/Kirtley – approve the two new trainee physical examination report for Captain C.L. Adams and C. J. Sullivan for their trainee licenses – Carried.

Motion: Farrell/Kirtley – approve the annual trainee physical examination report for Captain S.W. Anderson for his annual license – Carried.

New Board-Designated Physician: Brittany Millard Hasting, M.D., Rainier Occupational Clinic, Tacoma WA.

Motion: Buroker/Kirtley – approve Dr. Brittany Millard Hasting from the Rainier Occupational Clinic at the Port of Tacoma to be added to the Board Approved Physician list – Carried.

Presentation Regarding PSP 2025 Audited Financial Statement – Puget Sound Pilots. Jessica Norris of Shannon & Associates, auditors for Puget Sound Pilots for the past 10 years, gave a high-level overview of the 2025 audited financials. A short Q&A followed.

Committee Updates.

Oil Transportation Safety Committee (OTSC)

- The committee is currently on hiatus. The Board will be looking at the scope of work for the 2028 assessment later this summer and will then make a determination regarding the future of the OTSC.

Pilotage Act Advisory Committee (PAAC)

- The committee plans 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)

- At the previous meeting on May 14 the group agreed to continue meeting twice a year, to help keep forward momentum. Next meeting date TBA.

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

- The DEIBC met this morning to work on the charter for the committee. The Board will have the charter to review by the August meeting.

- BPC Executive Director Jaimie Bever shared the sponsorship levels for the upcoming Women Offshore Conference on October 1st and 2nd.

Motion: Kirtley/Knutsen – sponsor the 2026 Women Offshore Conference at the \$2500 Bronze level – Carried

E.D. Bever and Training Program Manager Jolene Hamel will be attending for BPC. Captains Ivan Carlson and Sandy Bendixen will be attending on behalf of PSP.

Pilot Safety Committee (PSC)

- No updates since the last meeting. The committee will meet again on July 14.

Confirmation of Next Regular Meeting Dates. Chair Tonn reminded everyone that the next meetings will be July 16 at 11:00am, as well as August 20, which has been planned for Grays Harbor. Due to the possibility of several Board members not being available in August, BPC may look at adjusting the Grays Harbor meeting. 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 1:00 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

WASHINGTON STATE
BOARD OF PILOTAGE COMMISSIONERS
MEETING AGENDA

June 18, 2026

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

Via Teams #206.531.0324, participation code: 356921671#

[Join the meeting now](#)

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

1100 hours Call to order

REGULAR MEETING

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

NEW BUSINESS (Public comment accepted)

4. Board Action – MSOs
 - a. *GUARD (Tug)* 05/16/2026 PS
 - b. *CAPE SAN JUAN* 05/24/2026 PS
 - c. *(DIVING OPERATIONS)* 05/26/2026 PS
5. Board Action – May 21, 2026 Regular Meeting Minutes
6. Board Action – Committee Recommendations:
 - a. Trainee Evaluation Committee (TEC)
 - i. Committee Updates
 - ii. Board Action – Consideration of Licensure of PSP Candidate: Captain Richard Boullion

15-MINUTE BREAK

- b. Pilot Exam Committee (PEC)
 - i. Board Action – 2026 Exam Final Ranked List
 - ii. Other Committee Updates
7. Board Action – Request for Vessel Exemption:
 - a. Motor Yacht *ST. EVAL* Returning (114 FT, 218 GT) INTERIM
 - b. Motor Yacht *TESS* Returning (120 FT, 244 GT)
 - c. Motor Yacht *CV-9* Returning (140 FT, 325 GT)
 - d. Motor Yacht *BEOWULF* New (189 FT, 941 GT)
 - e. Motor Yacht *CHIRON* New (177 FT, 776 GT) INTERIM
 - f. Motor Yacht *CHASING DAYLIGHT* New (164 FT, 492 GT) INTERIM

8. Possible Board Action – PSP Tribal Fisheries Handout
9. Board Action – Pilot/Trainee Physical Examination Reports
10. Possible Board Action – New Board Designated Physician: M.D. Brittany Millard Hasting (Rainier Clinic, Tacoma)
11. 1245: Puget Sound Pilots – Presentation of 2025 Audited Financials – Jessica Norris, Shannon & Assoc.
12. Committee & Work Group Reports:
 - a. Oil Transportation Safety Committee (OTSC)
 - b. Pilotage Act Advisory Committee (PAAC)
 - b. Terminal Operations Work Group (TOWG)
 - c. Diversity, Equity, and Inclusion Committee (DEIC)
 - d. Pilot Safety Committee (PSC)
13. Upcoming Meeting Dates:

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)
--	---
14. Public Comment
15. Adjourn

Port of Grays Harbor

Pilotage Report

June 18, 2026

Pilotage Activity

There were a total of 12 arrivals in April (7 dry bulkers, 1 liquid bulker and 4 RoRo's). This equated to 34 jobs. For comparison last year, there were 10 arrivals for a total of 22 jobs in May. During the month of May, there were 3 days that had low tides in excess of -2.0. Based on the particular draft of the vessel at our Terminal 2, we chose to move it to a deeper berth. Also, we had vessel fail a hold inspection that was moved to another berth for cleaning. These are some of the circumstances that led to an unusually high number of jobs to arrivals ration.

Year to date through May there have been 55 arrivals for a total of 154 jobs. This compares to last year where we had 47 arrivals for a total of 121 jobs for the same period.

The early June schedule showed 7 arrivals: 3 dry bulkers, 2 liquid bulker and 2 RoRo's. However, we anticipate the activity increasing as the month progresses.

Terminal Maintenance Dredging

On June 3, 2026, the Port opened bids for the 2026-2027 dredge season to remove approximately 80,000 cubic yards of material. We received one bid from American Construction Company for \$1,361,000. Under this contract, two rounds of dredging will be performed. The first round in the summer of 2026 between July 15 and September 30. The second round in the winter of 2027 will be conducted between January 15 and February 15.

PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

May-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:	728		Cancellations:		16				
Total ship moves:	712	Cont'r:	147	Tanker:	216	Genl/Bulk:	123	Other:	349
Assignments delayed due to unavailable rested pilot:			11			Total delay time:	49.5	hours	
Assignments delayed for efficiency reasons:			19			Total delay time:	30.5	hours	
Billable delays by customers:			62			Total delay time:	165	hours	
Order time changes by customers:			147						
2 pilot jobs:	30	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS						
Day of week & date of highest number of assignments:				Thursday 5/21, Friday 5/29					30
Day of week & date of lowest number of assignments:				Tuesday 5/12, Wednesday 5/27					15
Total number of pilot repositions:	156	Upgrade trips	18	YTD	66				
3 consecutive night assignments:	62	YTD	167						

Callback Days/Comp Days

	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2260	118	44		2334
Unlicensed	189			17	172
Total	2449				2506

On watch assignments 606 Call back assignments 122 CBJ ratio 16.76%

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-May	1-May	Seattle	PMI	Azipod Refresher	MCG*, MYE, SEA
4-May	4-May	Seattle	PMI	Azipod Refresher	BOU, COR, ROU, SEM
12-May	13-May	Seattle	PMI	Azipod Original	MAM(1on*,1off), MYE(2on*), RID(1on*,1off)
20-May	21-May	Seattle	PMI	Azipod Original	BOU(2on*), CAS(1on*,1off), SCS(1on*, 1off)
1-May	31-May			Upgrade Assignments On Duty	MOO*, STU*
1-May	31-May			Upgrade Assignments Off Duty	BOS(3off), EKE(3off), FLE(1off), GAR(3off), MAN(3off), MIE(1off), SCS(1off), WOH(1off)
					* On Watch Off Watch ** paired to assign.
					11 26

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-May	1-May	Seattle	BPC	Exam Simulator	BEN*, KNU*, MOO
1-May	5-May	Seattle	PSP	President	GRK(5on*)
6-May	6-May	Seattle	PSP	Harbor Safety	KAL
6-May	6-May	Seattle	PSP	NWSA, Reference Manual	STA
6-May	6-May	Seattle	PSP	Reference Manual	KEN, SCS, SID*
6-May	6-May	Seattle	PSP	Outreach, FIFA	HAM

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees		
12-May	12-May	Seattle	PSP/USCG	BOD Prep	GRK, HAM		
12-May	12-May	Seattle	USCG	Outreach, USCG Foundation	NIN, VON		
13-May	13-May	Seattle	USCG/BPC	USCG Quarterly, TOWG	COL*		
13-May	13-May	Seattle	USCG	USCG, Quarterly	HAM		
13-May	13-May	Seattle	PSP	Outreach, University Club	MEL		
15-May	15-May	Seattle	PSP	Pension	MIL*		
16-May	23-May	Vicksburg, MS	PSP	ACOE Simulation	KLA(5on*,3off), MYE(8on*)		
18-May	18-May	Seattle	PSP	Outreach, Intern	HAM*		
18-May	18-May	Seattle	PSP	Reference Manual	KEN, STA**		
18-May	18-May	Seattle	BPC	DEI	FLE*, KNU		
19-May	19-May	Seattle	PSP	Emergency Planning	HAM*		
20-May	20-May	Seattle	BPC	BPC Prep, TEC	ANT, KNU		
20-May	20-May	Seattle	BPC	BPC Prep	HAM*		
20-May	20-May	Seattle	BPC	TEC	BOZ		
21-May	21-May	Seattle	BPC	BPC	ANT**, KNU**		
21-May	21-May	Seattle	PSP	Outreach, Maritime Trades	MIL		
26-May	27-May	Seattle	BPC	BPC SIM Training	ANT(1on*,1off)		
26-May	26-May	Seattle	BPC/PSP	Exam Protest/Rate Committee	KNU		
26-May	26-May	Seattle	BPC	Exam Protest	BEN**		
26-May	26-May	Seattle	PSP	Rate Committee	MCG		
27-May	27-May	Seattle	PSP	BOD-Lookahead Conference	BOS*,GRK*, HAM*, KEP, MCG, MIL		
28-Mar	28-Mar	Ruston	PSP	Swire Shipping Conference	JEN*, MEL*		
28-May	28-May	Seattle	PSP	BOD	BOS*,GRK*, HAM*, KEP, MCG, MIL		
29-May	29-May	Seattle	BPC	Trainee Orientation	ANT, KNU		
29-May	29-May	Seattle	PSP	Outreach, Intern	HAM**		
					* On Watch	Off Watch	** paired to assign.
					36	32	5
Safety/Regulatory							
Outreach							
Administrative							
C. Other (i.e. injury, not-fit-for-duty status, COVID risk)							
Start Dt	End Dt	REASON	PILOT				
1-May	31-May	NFFD	VON				
4-May	31-May	NFFD	THG				
Trailing 24 months revenue assignments 14,344							
Call back job ratio during the last 24 months (June 2024-May 2026) 9.80%							

Puget Sound District Activity Report Dashboard

2026 May

PS District
Trainees

7

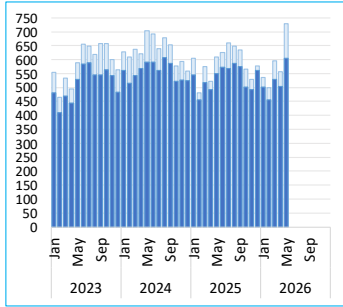
Licensed Pilots
Including President

58

Number of licensed pilots increased to 58
when Capt Britton was licensed in May.

Monthly Total
Assignment Count

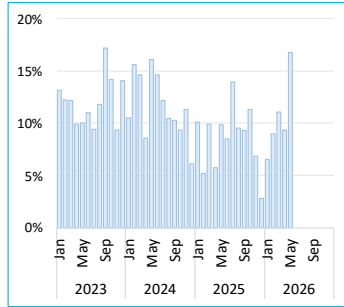
728



606 On-Watch (dk blue), 122 Off-Watch (lt blue)

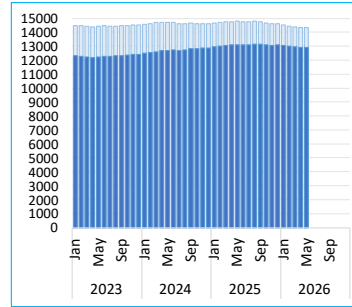
Monthly Off-Watch
Assignment Percentage

16.8%



Trailing 24 Total
Assignment Count

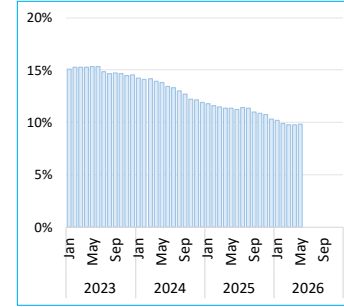
14344



12937 On-Watch (dk blue), 1407 Off-Watch (lt blue)

Trailing 24 Off-Watch
Assignment Percentage

9.8%



Licensed Pilots w/o Pres 57

Pilots NFFD whole month 1

Available Pilots 56

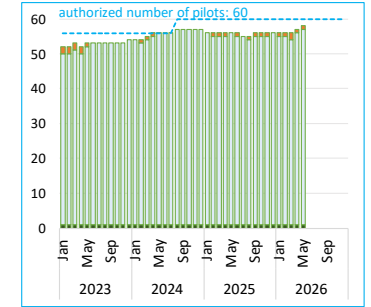
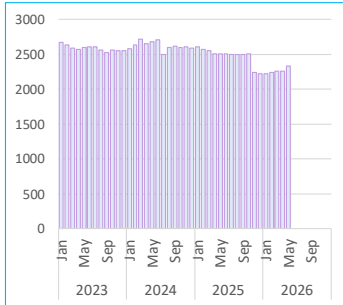


chart also includes president (1 pilot)

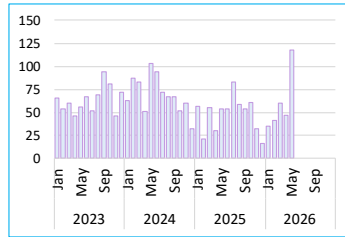
Total Comp Days
All Licensed Pilots

2334



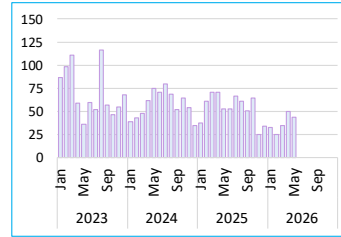
Comp Days Earned
(Callbacks)

118

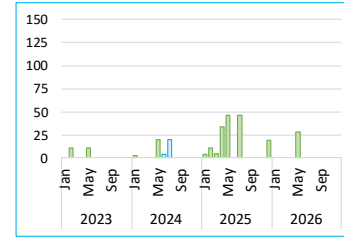


Comp Days Used
(Licensed Pilots)

44

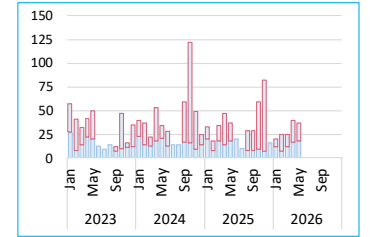


COVID Days* 0
NFFD Days* 28



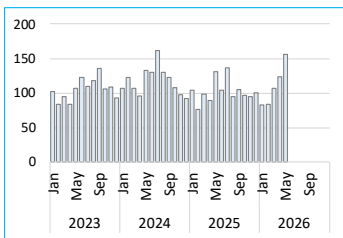
count of NFFD & Covid days if
pilot(s) not NFFD whole month

Training Days 19
Upgrade Trips 18



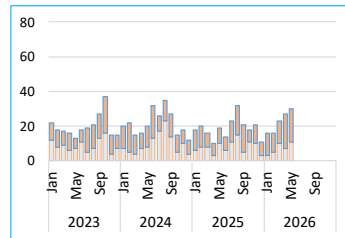
training days (red) stacked
on upgrade trips (blue)

Repositions
156



PILOT Delays (Count)
combined total

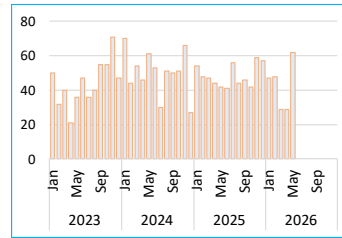
30



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

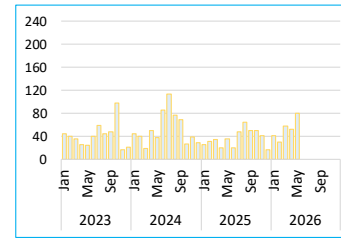
Billable Delays (Count)
by CUSTOMERS

62



PILOT Delay Hours
(Pilot Shortage & Efficiency)

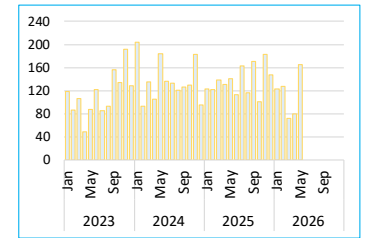
80 hrs



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

Billable Delay Hours
by CUSTOMERS

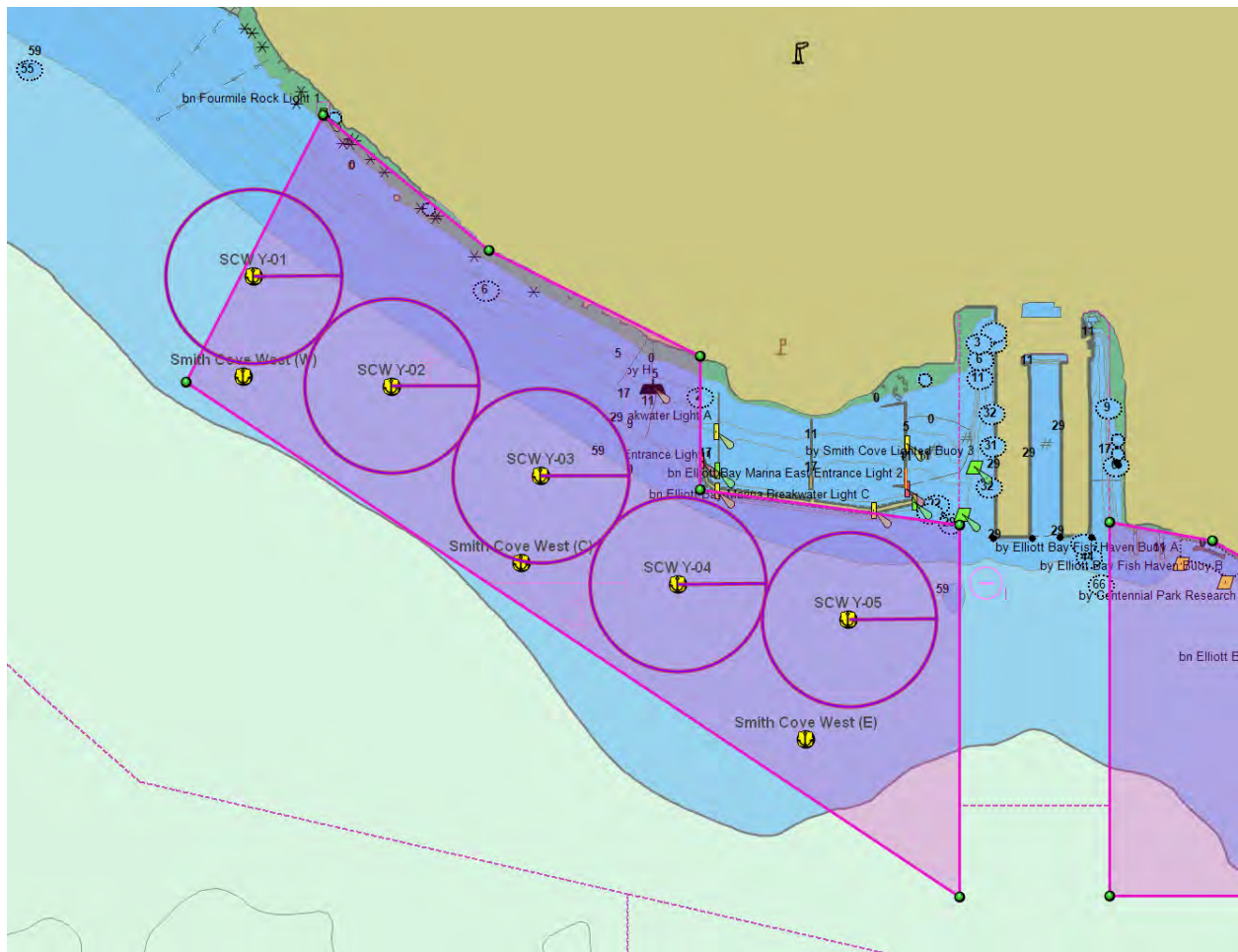
165 hrs



Proposed FIFA Yacht Surge Anchorages – 2026

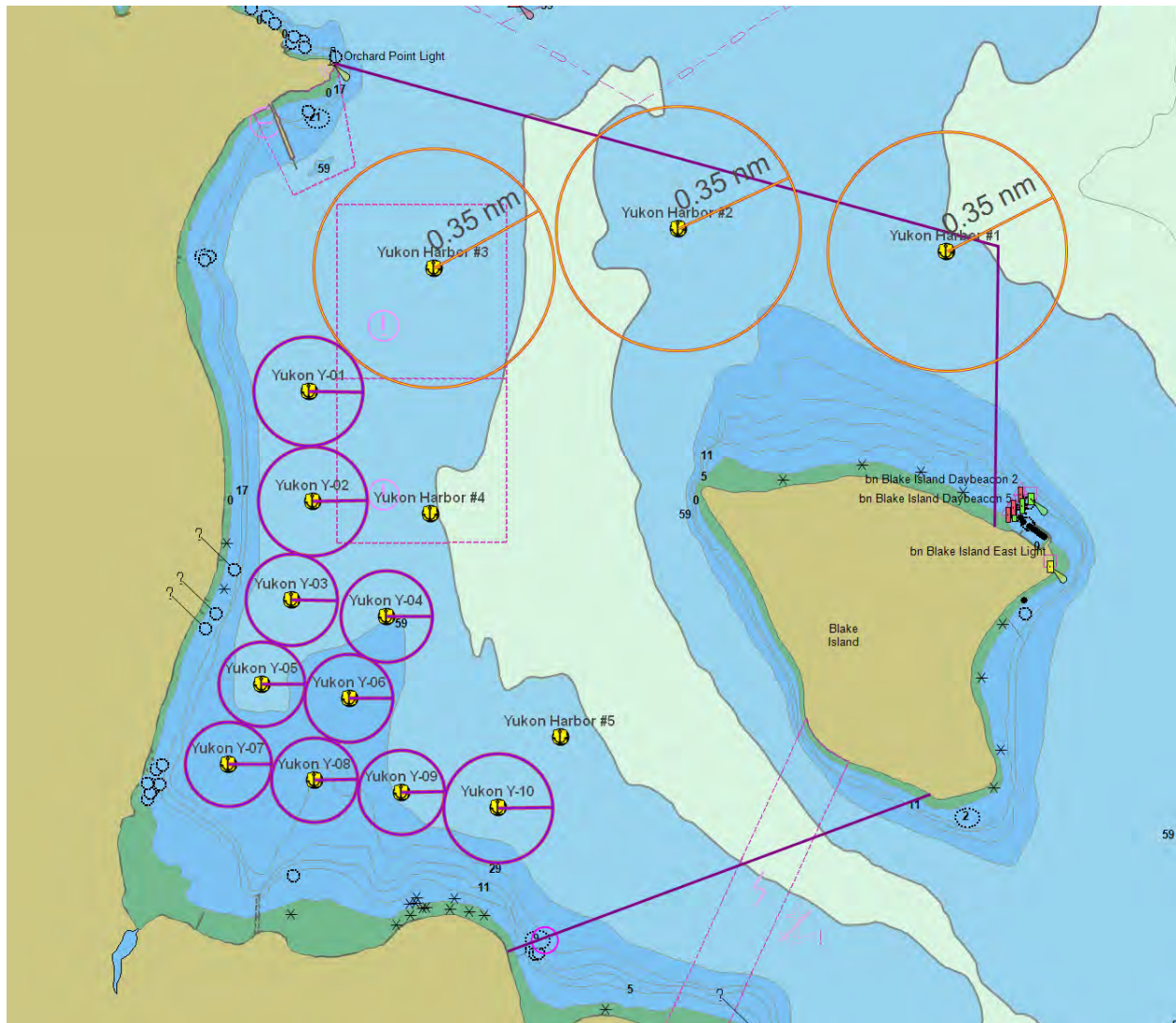
In anticipation of the possibility of an unprecedented number of large yachts calling on Seattle for the FIFA world cup for the summer of 2026, these additional anchorages are proposed to cover that need.

Smith Cove West – (Five Anchorage Circles with 950' Radius)



- SCW Y-01: 950' Radius, 100' Depth (Lat 47-38.05 N / Long 122-25.00 W)
- SCW Y-02: 950' Radius, 110' Depth (Lat 47-37.85 N / Long 122-24.63 W)
- SCW Y-03: 950' Radius, 100' Depth (Lat 47-37.69 N / Long 122-24.23 W)
- SCW Y-04: 950' Radius, 105' Depth (Lat 47-37.50 N / Long 122-23.87 W)
- SCW Y-05: 950' Radius, 90' Depth (Lat 47-37.43 N / Long 122.23.41 W)

Yukon Harbor – (10 Anchorages in southern portion, allowing for retention of 3 deep draft anchorages north between Manchester Fuel Depot and North of Blake Island.)



- Yukon Y-01: 950' Radius, 110' Depth (Lat 47-32.96 N / Long 122-32.03 W)
- Yukon Y-02: 950' Radius, 90' Depth (Lat 47-32.65 N / Long 122-32.02 W)
- Yukon Y-03: 800' Radius, 70' Depth (Lat 47-32.36 N / Long 122-32.10 W)
- Yukon Y-04: 800' Radius, 65' Depth (Lat 47-32.31 N / Long 122-31.70 W)
- Yukon Y-05: 750' Radius, 65' Depth (Lat 47-32.12 N / Long 122-32.23 W)
- Yukon Y-06: 750' Radius, 35' Depth (Lat 47-32.07 N / Long 122 31.86 W)
- Yukon Y-07: 750' Radius, 50' Depth (Lat 47-31.88 N / Long 122-32.38 W)
- Yukon Y-08: 750' Radius, 25' Depth (Lat 47-31.84 N / Long 122-31.01 W)
- Yukon Y-09: 750' Radius, 75' Depth (Lat 47-31.80 N / Long 122-31.64 W)
- Yukon Y-10: 950' Radius, 110' Depth (Lat 47-31.76 N / Long 122-31.22 W)

MUCKLESHOOT INDIAN TRIBE VESSEL INFORMATION

Fisheries Division

39015 172nd Avenue SE • Auburn, Washington 98092-9763

Phone: (253) 939-3311 • Fax: (253) 931-0752

Below you'll find vessel and net information used by Muckleshoot treaty fishers for salmon fishing and shell-fishing in Elliott Bay and the Duwamish Waterways. Treaty fishing rights are secured by Federal and State laws, and we ask for your cooperation in keeping an eye out and navigating around Tribal vessels and nets to achieve our common goal of protecting Treaty fishing and creating safe waterways.

Gillnetters (bow or stern picker)

Treaty gillnetters are typically 22 to 35 feet long with some type of cabin. There is a drum (reel) attached to inside of the boat at the bow or stern. The drum is used to hold the gillnet mesh, which is operated by a hydraulic system. When the gillnetter is actively fishing, you will see red over white lights. Nets on these vessels are 1,200 feet long with buoy balls attached along the top of the net. You will see a jack light flashing, which identifies the end of the net. Only one net is allowed per gillnetter vessel.



These photos point out the red over white lights and bouy balls, which include a flashing jack light to identify the end of the net.

River Skiff

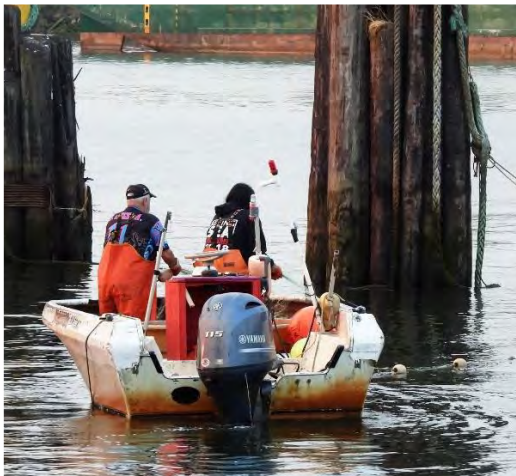
Treaty river skiffs are typically between 17 and 25 feet long. This is an open haul boat with no cabin and a center console where the fisher operates the boat. Nets on these vessels are pulled up by hand. Depending on the species, fishers may be allowed up to four nets with a maximum 330 feet in length. All nets must be tied off close to the shoreline with a suitable attachment point. Once the attachment point is located, the net is then tied off and the overall net is laid out. The net will include an anchor and a flashing jack light at the end of it, and vessels with capability will display red over white to indicate active fishing.

MUCKLESHOOT INDIAN TRIBE VESSEL INFORMATION

Fisheries Division

39015 172nd Avenue SE • Auburn, Washington 98092-9763

Phone: (253) 939-3311 • Fax: (253) 931-0752



The upper image on the left is an example of a river skiff. The upper right image shows the red over white indicating active fishing. The bottom left image is an example of a river skiff tying the net off to a piling.

Set Nets

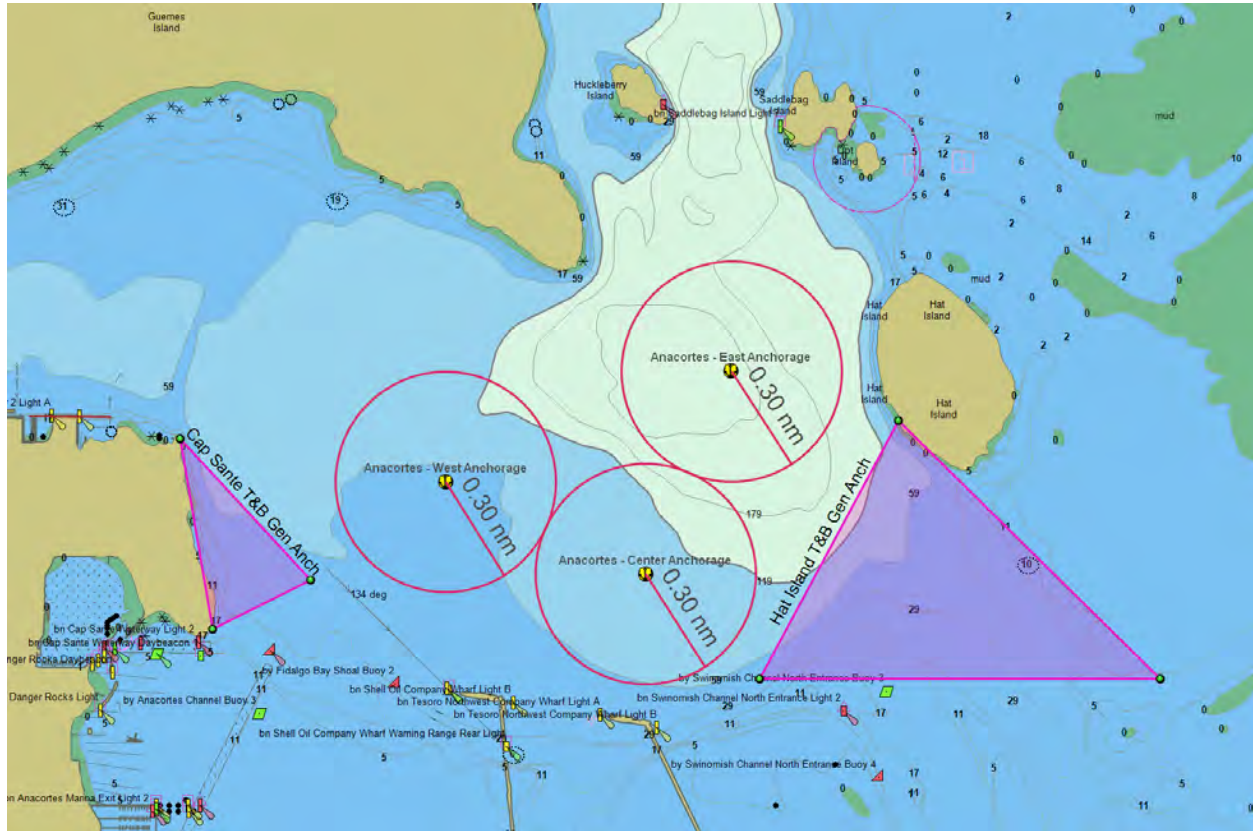
Set nets can be laid out in different ways from the shore, (i.e. parallel, perpendicular, V-shape or L-shape to the shore). The set net maximum length is 330 feet. Once these nets are deployed the fisher does not have to stay with the net, but they are required to check the net every few hours.

Safe Navigation Tips and Fishing Opening and Closing Information

If a captain observes red over white lights, the next step is to look for the boat itself and follow the floating buoy balls and/or blinking jacklights to identify the end of every net. The captain can then transit around the stern of the boat or the end of the net with the blinking jacklight. Please don't ever travel between a boat and a jacklight, or over a net with a jacklight. To request a net move, please call (253) 740-1235. To receive helpful updates about Muckleshoot fish window openings and closings during your docking, contact Roxanne Murphy, Port of Seattle, at murphy.r@portseattle.org or call (206) 889-9851.

Thank you for your help with keeping our harbor and waterways safe!

Anacortes FIFA Yacht Anchorages:



Anacortes Federal Anchorages: 33 CFR § 110.230(a)(10)/(11)/(12)

When possible, PSP would suggest anchoring large yachts in the shaded purple triangle anchorages which are designated “Cap Sante Tug and Barge General Anchorage” and “Hat Island Tug and Barge General Anchorage”. Yachts can make reservations for these area through VTS.

The 3 other Anacortes General Anchorages (West, Center, and East) are used for deep draft traffic and are also reserved through VTS.

San Juan FIFA Yacht Anchorages:

The Swinomish Indian Tribal Community request that yachts prioritize anchoring in the green highlighted areas on the chartlet below within the San Juan Islands.

Doing so will help to minimize impacts on both yachts and fishermen during the various Tribal Fishing openers throughout the year.



SWINOMISH INDIAN TRIBAL COMMUNITY

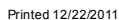
Legend

- International Boundary
- Ferry Routes



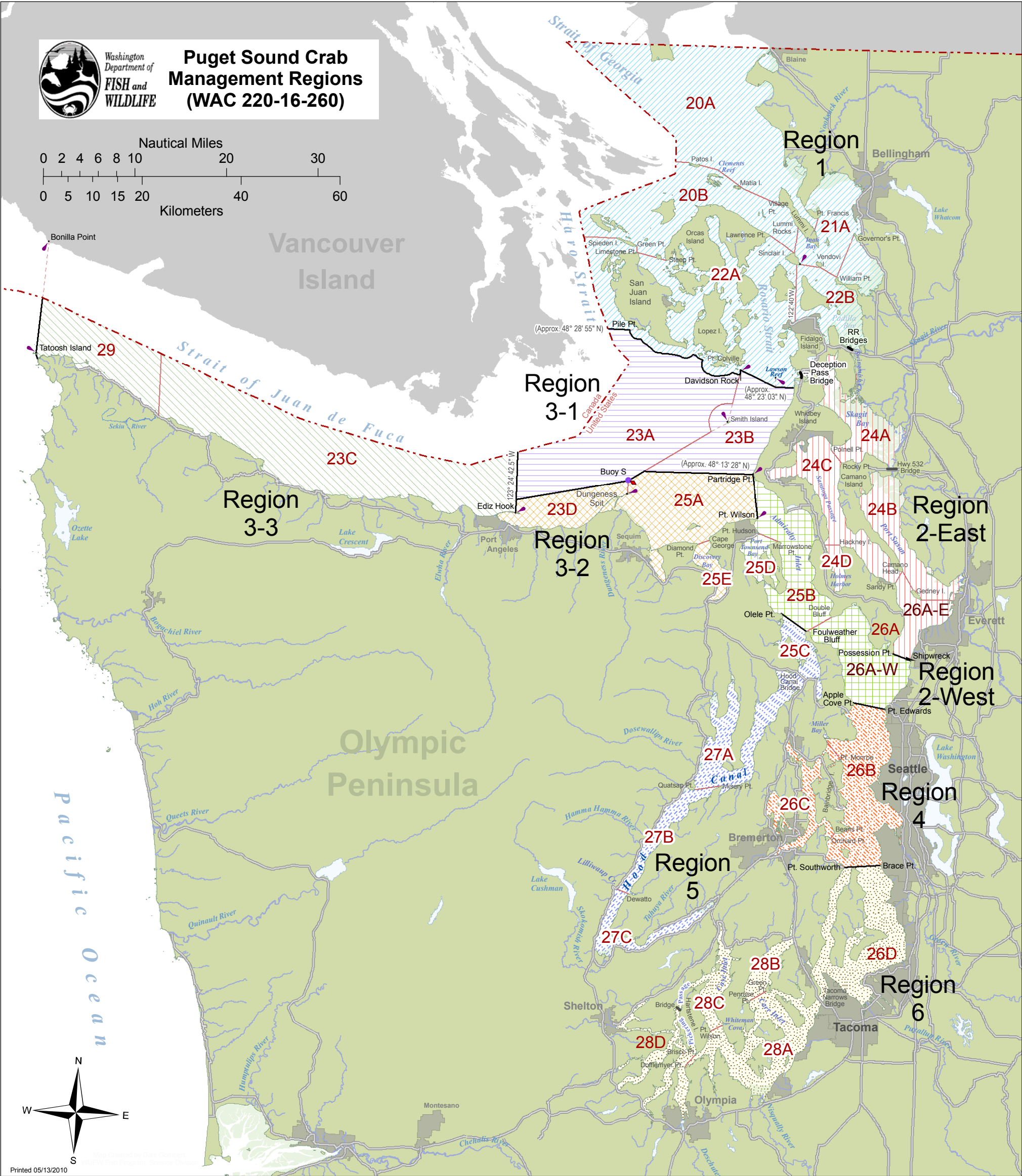
The Swinomish Indian Tribal Community makes no claim as to the completeness, accuracy, or content of any data contained herein. This map is not intended to reflect the exterior boundaries of the Swinomish Indian Reservation. No part of this document may be reproduced without prior permission of the Swinomish Indian Tribal Community. No part of this document may be reproduced without prior permission of the Swinomish Indian Tribal Community. Swinomish, Anchoa, Location, Maps, History, 5/1/2018. Data Sources: NOAAChartDisplay/MapServer/ksu/MaritimeChartService

NOT FOR NAVIGATIONAL USE

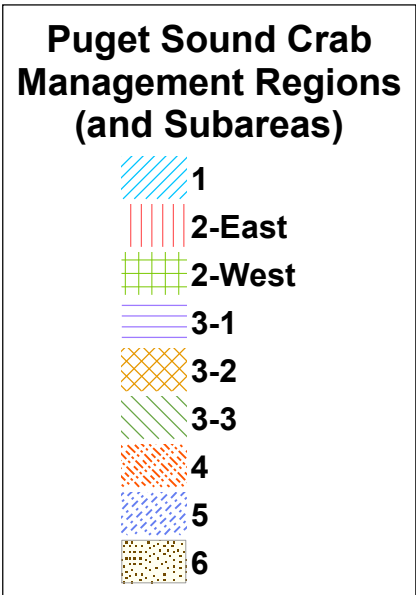


Shrimp fishery - Puget Sound. (excerpted paragraphs that map specific commercial pot shrimp fishery rules)

- (2) It is unlawful to fish for shrimp for commercial purposes in Puget Sound using shellfish pot gear except during seasons opened by emergency rule.
- (c) Area restrictions:
- (i) Pot gear closed in all Puget Sound Shrimp Districts except the Port Townsend Shrimp District.
 - (ii) Pot gear closed in Lopez Sound south of a line projected true east-west from the northern tip of Trump Island from the season opening through July 9th.
- (5) For purposes of shrimp pot harvest allocation, fishing season, and catch reporting, the Marine Fish-Shellfish Management and Catch Reporting Areas (catch areas) are modified as follows:
- (a) That portion of Catch Area 22A south of a line due east from the international boundary to Lime Kiln Point light on San Juan Island, then south of the shores of San Juan Island, then south of a line from Cattle Point on San Juan Island to Davis Point on Lopez Island, then south of the shores of Lopez Island to Point Colville shall be considered to be part of Catch Area 23A.
 - (b) Catch Area 23A is divided into four subareas:
 - (i) 23A-E (east) is those waters of Catch Area 23A east of 122°57'W. Long. and north of 48°22.5'N. Lat.
 - (ii) 23A-W (west) is those waters of Catch Area 23A west of 122°57'W. Long. and north of 48°22.5'N. Lat.
 - (iii) 23A-C (central) is those waters of Catch Area 23A south of 48°22.5'N. Lat. and east of a line projected 335° true from the Dungeness lighthouse.
 - (iv) 23A-S (south) is those waters of Catch Area 23A west of a line projected 335° true from the Dungeness lighthouse.
 - (c) Catch Area 26A is divided into two subareas:
 - (i) 26A-E (east) is those waters of Catch Area 26A north and east of a line projected 110 degrees true from the southern tip of Possession Point on Whidbey Island to the shipwreck on the opposite shore.
 - (ii) 26A-W (west) is those waters of Catch Area 26A south and west of a line projected 110 degrees true from the southern tip of Possession Point on Whidbey Island to the shipwreck on the opposite shore.
 - (d) Catch Area 26B is divided into two subareas:
 - (i) 26B-1 is those waters of Catch Area 26B westerly of a line projected from West Point to Alki Point.
 - (ii) 26B-2 is those waters easterly of a line projected from West Point to Alki Point.
- (7) The following areas are defined as Puget Sound Shrimp Management Areas:
- (a) Shrimp Management Area 1A: Waters of Catch Area 20B west of a line from Point Doughty on Orcas Island to the bell buoy at the international boundary, and all waters of Catch Area 22A west of a line projected true north and south from the western tip of Crane Island, west of a line projected from the number 2 buoy at the entrance to Fisherman Bay to the southern tip of Shaw Island.
 - (b) Shrimp Management Area 1B: Waters of Catch Area 20B east of a line from Point Doughty on Orcas Island to the bell buoy at the international boundary, and waters of Catch Area 22A east of a line projected true north and south from the western tip of Crane Island, east of a line projected from the number 2 buoy at the entrance to Fisherman Bay to the southern tip of Shaw Island, and east of a line projected true south from Point Colville, and all waters of Catch Area 21A north and west of a line from the southern tip of Sinclair Island to Carter Point on Lummi Island.
 - (c) Shrimp Management Area 1C: Waters of Catch Areas 20A, 21B, 22B, and waters of Catch Area 21A not included in Management Area 1B.
 - (d) Shrimp Management Area 2E: Waters of Catch Areas 24A, 24B, 24C, 24D, and 26A-E (east).
 - (e) Shrimp Management Area 2W: Waters of Catch Areas 25B, 25C, 25D, and 26A-W (west).
 - (f) Shrimp Management Area 3: Waters of Catch Areas 23A, 23B, 23C, 23D, 25A, 25E, and 29.
 - (g) Shrimp Management Area 4: Waters of Catch Areas 26B and 26C.
 - (h) Shrimp Management Area 5: Waters of Catch Areas 27A, 27B, and 27C.
 - (i) Shrimp Management Area 6: Waters of Catch Areas 26D, 28A, 28B, 28C, and 28D.
- (8) In Shrimp Management Areas 1A, 1B and 1C, all catch must be reported by Management Area and Catch Area combined, either 1A-20B, 1A-22A, 1B-20B, 1B-21A, 1B-22A, 1C-20A, 1C-21A, 1C-21B, or 1C-22B.



Thin red lines and text denote Marine Fish-Shellfish Management and Catch Reporting Areas (MCRAs) as defined in WAC 220-22-400. Aggregates of these areas form the crab regions, with exception to MCRA 26A, which is split into 26A-W and 26A-E for crab management.



- (1) Crab Management Region 1 - (North Puget Sound). All waters of Marine Fish-Shellfish Management and Catch Reporting Areas 20A, 20B, 21A, 21B, 22A, and 22B.
- (2) Crab Management Region 2-East - (Eastern Central Puget Sound). All waters of Marine Fish-Shellfish Management and Catch Reporting Areas 24A, 24B, 24C, 24D, and 26A-E (see WAC 220-52-046).
- (3) Crab Management Region 2-West - (Western Central Puget Sound). All waters of Marine Fish-Shellfish Management and Catch Reporting Areas 25B, 25D, and 26A-W (see WAC 220-52-046).
- (4) Crab Management Region 3, subarea 3-1 - (Eastern Strait of Juan de Fuca). All waters of Marine Fish-Shellfish Management and Catch Reporting Areas 23A and 23B.
- (5) Crab Management Region 3, subarea 3-2 - (Central Strait of Juan de Fuca). All waters of Marine Fish-Shellfish Management and Catch Reporting Areas 23D, 25A, and 25E.

- (6) Crab Management Region 3, subarea 3-3 - (Western Strait of Juan de Fuca). All waters of Marine Fish-Shellfish Management and Catch Reporting Areas 23C and 29.
- (7) Crab Management Region 4 - (Southern Central Puget Sound). All waters of Marine Fish-Shellfish Management and Catch Reporting Areas 26B and 26C.
- (8) Crab Management Region 5 - (Hood Canal). All waters of Marine Fish-Shellfish Management and Catch Reporting Areas 25C, 27A, 27B, and 27C.
- (9) Crab Management Region 6 - (South Puget Sound). All waters of Marine Fish-Shellfish Management and Catch Reporting Areas 26D, 28A, 28B, 28C, and 28D.

[Statutory Authority: RCW 77.12.047. 06-01-013 (Order 05-275), § 220-16-260, filed 12/9/05, effective 1/9/06; 01-03-016 (Order 00-271), § 220-16-260, filed 1/5/01, effective 2/5/01; Order 817, § 220-16-260, filed 5/29/69. Formerly WAC 220-16-020 (part).]