

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

---

**REGULAR MEETING – Call to Order**

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

Administration: Jaimie Bever, Bettina Maki, Jolene Hamel

Puget Sound Pilots: Matt Hannuksela

Port of Grays Harbor: Mike Folkers

The Northwest Seaport Alliance: Lindsay Wolpa

Seattle Sports Commission: Beth Knox, Grant Degginger

Present via Teams:

Commissioners: Tim Farrell (Public), Tom Buroker (Ecology)

AAG: Albert Wang, Lauren Jaech

Puget Sound Pilots: Ivan Carlson, Ken Grieser, Scott Brewen, Travis McGrath

Pacific Merchant Shipping Association: Jordan Royer

American Waterways Operators: Kyle Burlison, Peter Schrappen

Port of Seattle: Stephanie Jones Stebbins, Marie Ellingson

Clipper Ventures: Dale Smyth, Chris Rushton

UTC: Scott Sevall

Public: Ann LaRue, Chris Adams, Reed Calkins, Fred Felleman, Stephanie Riley

**BPC Staff Report.**

- BPC Executive Director Jaimie Bever reported that the agency is in the process of renewing their annual liability insurance policy. The renewal date is April 6.
- Jaimie also acknowledged the heavy workload of BPC staff over the past few weeks with the ramp up of work on the training program, exam, and number of pilots data.

**BPC Chair Report.**

- BPC Chair Sheri Tonn will attend the National Harbor Safety meeting at Bell Harbor next week.

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

Due to the lapse in federal funding, 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.

**OLD BUSINESS**

**Reconsideration of the Pilotage Exemption for Clipper Fleet.** The BPC received a letter from Clipper Ventures outlining their request for reconsideration of a pilotage exemption for their fleet of 10 racing yachts for the upcoming Clipper Around the World race. The BPC also received a joint letter of support for reconsideration from the Port of Seattle and Seattle Sports Commission. Chair Tonn then introduced and welcomed Clipper race director Dale Smyth, Port of Seattle Managing Director Stephanie Jones Stebbins, President and CEO of the Seattle Sports Commission Beth Knox, and Seattle Sports Commission board member Grant Degginger.

Chair Tonn invited Dale Smyth to open the discussion. Mr. Smyth relayed that the fleet had come to Seattle a few other times and was surprised the most recent petition was denied. He acknowledged previous trouble with VHF communications, as outlined in the denial letter, and assured the Board that the vessels had very professional skippers and first mates who would monitor the necessary channels.

Beth Knox spoke about the obvious need for more communication from the Seattle Sports Commission regarding this event. Their role is to partner with organizations, whether it's the Port of Seattle, Seattle Seahawks, or Climate Pledge Arena, to bring large scale special events that have a positive economic and cultural impact on the region. She suggested that one miscommunication was regarding the passengers, who are not paid passengers; they are trained crew who each have a role in bringing the 70-foot sailing vessels into ports. She appreciated the opportunity to provide some clarity about the race and for the Board's reconsideration.

Port of Seattle's Stephanie Jones Stebbins reported that the race is an important event to bring both visibility and activity to the waterfront. While not as big as the FIFA World Cup coming here, it is an opportunity to showcase maritime. Regarding the frustration about the lack of communication in 2024, she emphasized the Port's commitment to following the rules of navigation and acknowledged the critical importance of commercial traffic to the Port.

Chair Tonn reiterated the Board's main concern of safety and predictability of vessels as they are moving through piloted waters. She appreciated the various conversations that have occurred since the pilotage exemption denial was issued. She then asked for comments from the Board. Commissioner Anthony relayed that he was the pilot involved in an occurrence with a group of the vessels in 2024 while outbound to Port Angeles. He had tried to contact the vessels, which were scattered around the shipping route, but could not reach anyone. He also mentioned that when the group was told they couldn't do harbor cruises, they did them anyway and got in front of a ship, which caused a formal marine safety occurrence report to be filed. He suggested that an exemption could be considered with some conditions such as all 10 skippers attending a pilot orientation and all 10 skippers and first mates reading the familiarization package provided by the Board. In addition, all vessels must monitor appropriate vessel traffic channels, and one vessel should be designated as the lead and provide a name and phone number to the Board. When asked, Beth Knox shared that the race did not require an event permit from the USCG, however they do communicate with them to share information.

Commissioner Farrell asked Mr. Smyth what assurances he can provide that the fleet will follow the rules. Per Mr. Smyth, he would assure receipt of the familiarization packets and that the skippers will be fully briefed on those. He also assured the Board that they have a group of very professional skippers who will adhere to the rules.

Motion: Anthony/Drennen – give an exemption to Clipper Ventures fleet with the requirements that all 10 skippers will attend a pilot orientation session at Bell Harbor, all 10 skippers and first mates will read the familiarization packet, all 10 skippers must monitor the appropriate VHF channels for vessel traffic information, and one vessel to be designated as lead with name and phone number provided – Carried.

**NEW BUSINESS**

**Presentation: 2026 Cruise Season Overview – Port of Seattle.** Port of Seattle Managing Director Maritime Division Stephanie Jones Stebbins joined the meeting remotely to talk about the upcoming 2026 record-breaking cruise season. The Port is anticipating 330 vessel calls, kicking off on April 17. The presentation included information about new shore power infrastructure, two new cruise lines in the Seattle to Alaska market – MSC Cruises and Virgin Voyages, and Seattle's first LNG cruise ship with LNG bunkering operations. The presentation slides are available on the BPC website in the materials for this meeting. She wrapped up by emphasizing the important work of the pilots in supporting the cruise industry and commercial activity at the Port of Seattle.

A 15-minute break followed.

**OLD BUSINESS CONT'D**

**Pilot's Report of Marine Safety Occurrence: MATSON TACOMA, 02/05/2026**

Northbound in TSS between buoys SG and SF.	Transiting outbound midway between buoys SG and SF vessel experienced a blackout with loss of electrical power on the bridge and main propulsion. Confirmed main propulsion was still online and notified VTS. Minutes later power and propulsion were regained. Vessel never left the TSS and continued outbound with no further issues. Determined to be faulty temp sensor.	<u>Motion:</u> Anthony/Drennen – gather 5 years of Matson vessel MSOs and send letter of concern to the USCG – Carried. <u>Motion:</u> Knutsen/Anthony – file as MSO – Carried.
--	--	--

**NEW BUSINESS**

**Pilot’s Report of Marine Safety Occurrence: OHIO, 02/24/2026**

Departing East Waterway from SE18 Kinder Morgan	While underway, the Bridge Navigational Watch Alarm System (BNWAS) sounded on the bridge wing. Pilot confirmed with captain that steering and propulsion were still operational. Chief Engineer confirmed that main breaker for the emergency bus was open and while he was able to reset it, he requested the vessel go to anchor for him to determine a cause. The vessel was anchored safely and pilots departed after an hour.	<u>Motion:</u> Drennen/Tyler – file as an MSO – Carried.
---	--	--

**Meeting Minutes.**

Motion: Farrell/Tyler – approve the February 19 Regular Meeting Minutes as presented with redlined changes – Carried with abstention from Commissioner Kirtley.

**Committee Actions.**

**Trainee Evaluation Committee (TEC)**

- **Pilot License Upgrade Program: Captains Scott & Wood.** TEC Chair Knutsen reported that the TEC met yesterday and reviewed the letters for Captains Scott & Wood. There are 11 pilots in their upgrading windows currently.  
Motion: Knutsen/Farrell – approve the pilot license upgrade programs for Captains Scott & Wood – Carried.
- **Issue Invitations for Puget Sound Training Program.** At the TEC meeting yesterday, the group discussed future training program needs and in light of a higher number of pilots currently approaching the retirement window, the TEC recommends issuing invitations to the final three candidates. There are 9 trainees in the program now. Three are planning to complete their training by June, which would keep the program around 10, which staff has determined is the max.  
Motion: Knutsen/Anthony – Issue invitations to the last three candidates on the 2024 exam waiting list to start June 1, 2026 – Carried
- Captains Bolton and Butterfield will attend simulator training at the end of May.
- Captains Holland and Stewart completed their upgrade programs and their lift letters have been sent.
- Captain Shuler attended the TEC meeting for his six-month check-in. He is currently on target for completion of the program in April.
- The TEC received one intervention and met with that captain as well.
- There are currently 9 trainees in Puget Sound. Three of those trainees are in Evaluation, and six are in Observation and Training. There is also 1 trainee in Grays Harbor, currently in Evaluation. All the trainees are making good progress.

A 15-minute break followed.

**Pilot Exam Committee (PEC)**

- Commissioner Knutsen reported that the Exam Review Committee met this morning and yesterday to go through the remaining applications. The BPC received a total of 41 applications. They recommended approving Captains 17-20 and 22-41 on the anonymous list provided to the Board. Overall, that would be 39 of the 41 applicants were approved to sit for the exam.  
Motion: Knutsen/Anthony – accept applications 17-20 and 22-41 – Carried.  
Motion: Knutsen/Anthony – do not issue an invitation to sit for the exam to applicant 21 due to insufficient sea time in the category they applied for – Carried. The Board hopes applicant 21 will apply again for the next exam cycle.
- The PEC reports that the applications revealed some ethnic diversity with one Latino, one African American, one Asian Creole, and one Native American. In addition to ethnicity, the applications also showed a broad representation of states with 22 from Washington state, 7 from California, 4 from Texas, and one from each of the following states: Arizona, Hawaii, Michigan, Mississippi, New Hampshire, Nevada, and Oregon.
- Results from Board action will be sent out to all applicants by the end of the day.

- The BPC thanks Commissioners Knutsen, Anthony, and Hamilton for all the work they performed on the review committee.
- The committee has been working hard on the exam development. Several pilots have pitched in to help over the last month. The group is on target for the April 13 exam.
- The Knowledge Test (written) will be held on April 13 with the Simulator Evaluation beginning the week of April 27 for those who are successful in the written portion of the exam process.
- Chair Tonn invited Board members to observe the Simulator Evaluations and a schedule will be prepared for sign up. She reminded the Board that there would be no active participation, just observation. Board members were directed to notify Jolene Hamel if they are interested.

#### **Exemptions from Pilotage.**

**Motor Yacht TRITON** – 163', 527 gt, Marshall Islands registry, Captain Zachary Pilek

Motion: Anthony/Drennen – grant an annual exemption with the condition of no Duwamish and no Deception Pass – Carried.

**Motor Yacht ZENITH** – 133', 470 gt, Cayman Islands registry, Aaron Steenbhom.

Motion: Farrell/Knutsen – grant an annual exemption with the condition of no Deception Pass – Carried.

**Grays Harbor Request to Increase Number of Pilots.** The Port of Grays Harbor issued a letter to the Board requesting an increase in authorized pilots, as authorized by WAC 363-116-065, by 1 to total 4. Mike Folkers added that they believe 3 pilots was a good number based on the traffic levels today. However, there is a pending retirement in November. Because they anticipate their trainee being licensed in April, that leaves a 7-month gap where the Port would have 4 pilots. Therefore, they request an increase to 4 and will revisit the number in November with the retirement and looking at traffic levels at that time.

Motion: Farrell/Drennen – increase the authorized number of pilots as authorized in WAC 363-116-065 to 4 – Carried.

#### **Pilot/Trainee Physical Examination Reports.**

Motion: Knutsen/Anthony – approve the pilot physical examination reports for Captains D.E. Brusco, C.G. Grobschmit, E.T. Michael, S.D. Semler, K.W. Riddle, L.R. Holland, and A.C. Stewart for their annual pilot license renewals – Carried.

Motion: Knutsen/Drennen – approve the pilot trainee physical examination reports for Captains D.M. Bolton and A.E. Butterfield for their annual trainee license renewals – Carried.

Jolene Hamel reported that the Coast Guard has announced that Merchant Mariner Credentials and medical certificates that were scheduled to expire between now and April 30, will get extensions until June 30. This is due to the partial government shutdown.

**WAC 363-116-065 Number of Pilots – Review of Staff Recommendation and Public Comment.** The conversation about the number of pilots in the Puget Sound Pilotage District began with a presentation by BPC Program Analyst Bettina Maki on the staff recommendation based on previously Board-approved criteria of looking at the trailing 24 months of traffic data and known changes in traffic. Bettina explained using a set of 8 slides that the recommendation for 2026 was the same as the recommendation in 2024 because both recommendations are built around a range of assignments from 7134 to 7491 per year. This range takes into account the normal variation in vessel traffic, including highs, lows and median numbers. Bettina then referenced the 2026 staff recommendation document, which can be found in the meeting materials on the BPC website. The recommendation of 60 authorized pilots in 2024 was not based on peak assignment numbers in 2024 but rather the range mentioned above. With 58 pilots that are moving ships and 2 that aren't (president and not-fit-for-duty), and 100% of the TAL set at 123, the total is 7134 on watch assignments and that number increases to 7491 if 5% callbacks are added. Bettina wanted to make sure this was clear as there has been some misunderstanding about the Board's decision. She acknowledged that Puget Sound does not have 60 pilots currently (there are 56) and that increasing the size of the pilot corps is a slow process because for every licensure there is often a retirement close behind. She emphasized that BPC's goal was to have 0% to 5% callbacks above the TAL of 123, and cautioned against including 5% callbacks by default which effectively increases the TAL to 129. The recommendation concluded with BPC staff's desire for a standardized process that everyone understands and one that is simple and effective for reconsideration of the number of pilots.

Commissioner Farrell asked about the reported net increase of 117 assignments for the coming year and wondered about the services that the Board just learned are disappearing. All agreed that the anticipated

additional assignments would need to be revised. It was also acknowledged by all that it will be very difficult to get to 60 pilots in the next year or two considering expected retirements. Ivan Carlson recognized that there was a lot of confusion about forecasted assignments. He said he will include information about that in the materials for the next meeting and correct the record about the forecasted assignments.

Commissioner Drennen wondered, in light of the new information provided at the meeting, if there would be an updated staff recommendation in addition to the comments from PMSA and PSP. Chair Tonn suggested they let the staff recommendation stand and see how the stakeholder submittals inform the data at the next meeting. She did wonder if there was any other information Bettina could provide to assist the Board with their decision making. No additional information was requested. The group then reviewed the previously agreed upon timeline for key dates. Chair Tonn asked for public comment. Captain Matt Hannuksela stated that PSP appreciated the process and the known timelines.

### **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.

**2026 Legislative Update.** The legislative session ended on March 12. The BPC's Agency Request Legislation HB 2436 was signed into law on March 16. The BPC thanks Representative Debra Lekanoff for sponsoring the bill and all those who helped it successfully get through the legislative process. The BPC's supplemental budget request was also approved.

### **Committee Updates.**

#### **Oil Transportation Safety Committee (OTSC)**

- The Board discussed possible future work for the committee as a part of the 2028 rule assessment. Jaimie suggested that the scope of work, which will come before the Board in the summer, could help decide whether the committee in its current configuration or perhaps a smaller steering group would be appropriate.
- The OTSC met on March 2 to review voluntary mitigation measures. They will meet one more time in April to solidify their recommendation, which will likely be on the May Board meeting agenda. Jaimie also thanked Commissioner Drennen for joining the committee meeting.

#### **Pilot Safety Committee (PSC)**

- The next meeting of the PSC is on April 7.
- Last year, the Board paid \$3,100 for an ad in the WDFW fishing pamphlet to bring awareness about the shipping lane safety for recreational boaters. The committee would like to do that again. A discussion about the agency budget followed.

Motion: Drennen/Anthony – advertise again in the fishing guide for 2026/2027 season – Carried.

#### **Pilotage Act Advisory Committee (PAAC)**

- At the February meeting of the PAAC, the group discussed and reviewed incident data from Canada that is available for public download every 15<sup>th</sup> of the month and how that data might be used by the agency to inform about incidents happening in transboundary waters. The Board discussed the different available ways to filter the information and wondered if additional filters, more specific to pilotage, could be added. It was suggested to talk with Pacific Pilotage Authority about data filtering to find out what was realistic.
- The Committee will be meeting again on April 22 at 1000.

#### **Terminal Operations Work Group (TOWG)**

- The TOWG has not met since the last meeting.

#### **Diversity, Equity, and Inclusion Committee (DEIC)**

- The BPC had two representatives at the Women in Maritime Leadership conference in at Cal Poly Maritime in mid-March. Commissioner Kirtley, who was also on a panel, shared that it was a very worthwhile conference and great opportunity to get the BPC's name out there and network with other maritime leaders. Training Program Manager Jolene Hamel shared that it was empowering and enlightening. She thanked the BPC for the opportunity to continue fostering relationships with several of the groups in attendance. Both attendees stated that the Puget Sound pilots in attendance, Captains Sandy Bendixen and Pat Ninburg, did a wonderful job proactively reaching out to cadets, spending time with them, and discussing in a positive and honest way their paths to pilotage.

**Confirmation of Next Regular Meeting Dates.** Chair Tonn reminded everyone that the next meetings will be April 16 and then May 21 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 2:30 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

**REVISED 3/18/26**

WASHINGTON STATE  
BOARD OF PILOTAGE COMMISSIONERS  
**MEETING AGENDA**

March 19, 2026

2901 3<sup>rd</sup> Avenue, Seattle, WA 98121 – 4th Floor Dolphin Conference Room  
and

Via Teams #206.531.0324, participation code: 356921671#

**Join the meeting now**

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

**1100 hours Call to order**

**REGULAR MEETING**

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

**OLD BUSINESS** *(Public comment accepted)*

4. Possible Board Action – Reconsideration of Pilotage Exemption for Clipper Fleet
5. Possible Board Action – Previous Months MSOs
  - a. *MATSON TACOMA*                      02/05/2026                      PS

**NEW BUSINESS** *(Public comment accepted)*

6. Board Action – MSOs
  - a. *OHIO*                                      02/24/2026                      PS
7. Board Action – February 19, 2026 Regular Meeting Minutes
8. Board Action – Committee Recommendations:
  - a. Trainee Evaluation Committee (TEC)
    - i. Board Action – Pilot License Upgrade Program: Captains Scott & Wood
    - ii. Possible Board Action – Issue Invitations for Puget Sound Training Program
    - 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 *TRITON*    Returning (163 FT, 527 GT)
  - b. Motor Yacht *ZENITH*    Returning (133 FT, 470 GT)
10. Board Action – Grays Harbor Request to Increase Number of Pilots
11. Board Action – Pilot/Trainee Physical Examination Reports

**12. 1200 Presentation: 2026 Cruise Season Overview – Port of Seattle**

**1230 15-MINUTE BREAK**

13. WAC 363-116-065 Number of Pilots – Review of Staff Recommendation and Public Comment

14. Tug Escort Rule Implementation

15. 2026 Legislative Update

16. Committee & Work Group Reports:

- a. Oil Transportation Safety Committee (OTSC)
  - i. Review Committee Membership
- b. Pilot Safety Committee (PSC)
- c. Pilotage Act Advisory Committee (PAAC)
  - i. Review of Canadian Incident Data Reporting
- d. Terminal Operations Work Group (TOWG)
- e. Diversity, Equity, and Inclusion Committee (DEIC)

17. Upcoming Meeting Dates:

Thursday, April 16, 2026 at 1100 – Regular Meeting (Hybrid – Teams/2901 Building)	Thursday, May 21, 2026 at 1100 – Regular Meeting (Hybrid – Teams/2901 Building)
--	--

18. Public Comment

19. Adjourn

## PUGET SOUND PILOTAGE DISTRICT ACTIVITY REPORT

**Feb-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:	500	Cancellations:	12
Total ship moves:	488	Cont'r:	140
		Tanker:	169
		Genl/Bulk:	98
		Other:	81
Assignments delayed due to unavailable rested pilot:	5	Total delay time:	14.75 hours
Assignments delayed for efficiency reasons:	11	Total delay time:	15.5 hours
Billable delays by customers:	48	Total delay time:	128
Order time changes by customers:	123		
2 pilot jobs:	21	Reason:	PSP GUIDELINES FOR RESTRICTED WATERWAYS
Day of week & date of highest number of assignments:	Sunday 2/1/26		27
Day of week & date of lowest number of assignments:	Saturday 2/21/26		7
Total number of pilot repositions:	84	Upgrade trips	7
		YTD	19
3 consecutive night assignments:	22	YTD	52

### Callback Days/Comp Days

	Starting Total	Call Backs (+)	Used (-)	Burned (-)	Ending Total
Licensed	2222	41	25		2238
Unlicensed	232			14	218
<b>Total</b>	<b>2454</b>				<b>2456</b>

**On watch assignments 455      Call back assignments 45      CBJ ratio 9.00%**

### 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		
25-Feb	27-Feb	Seattle	Mitags	Azipod	BOS(2on*,1off), EKE(2on*,1off), MAN(2on*,1off), MIE(2on*,1off), MOO(3on*),		
1-Feb	28-Feb			Upgrade Assignments On Duty	KEW*, MAM*		
1-Feb	28-Feb			Upgrade Assignments Off Duty	MAM, STA(2off), STU(2off)		
					* On Watch	Off Watch	** paired to assign.
					15	10	

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

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees
1-Feb	10-Feb	Seattle	PSP	Rate Committee, Parametrix PS	MCG(8on*, 2pair**)
1-Feb	1-Feb	Seattle	PSP	Rate Committee	KNU*
1-Feb	4-Feb	Seattle	PSP	Administrative	HAM(4off)
1-Feb	10-Feb	Seattle	PSP	Ops Pilot	HUP(10off)
2-Feb	5-Feb	Anchorage, AK	PSP	Business, CLIA PNW Symposium	KAL(4on*), KNU(4on*)
3-Feb	3-Feb	Seattle	BPC	BPC Exam Prep	BEN*, MOO
3-Feb	3-Feb	Seattle	PSP	Pilot Boat	COR*, MAN, ROU*
5-Feb	5-Feb	Olympia	PSP	Legislative	HAM, MEL*, NIN*

Start Dt	End Dt	City	Group	Meeting Description	Pilot Attendees			
6-Feb	8-Feb	Seattle	PSP	President	HAM(3on*)			
9-Feb	11-Feb	Seattle	BPC	BPC Exam Prep	BEN(3off), KNU(2on*,1off), MOO(3off)			
9-Feb	9-Feb	Seattle	USCG	Regulatory	COL, RID			
10-Feb	10-Feb	Olympia	PSP	Outreach	VON*			
10-Feb	11-Feb	Seattle	PSP	Administrative	GRK(2off)			
10-Feb	24-Feb	Seattle	PSP	Ops Pilot	CAJ(14on*)			
11-Feb	12-Feb	Vancouver BC	PSP	Simulator Development	MAN(1on*, 1off), MYE(2off)			
12-Feb	13-Feb	Seattle	BPC	BPC Exam Prep	KNU(2off), MOO(2off)			
12-Feb	28-Dec	Seattle	PSP	President	GRK(14on*,3off)			
12-Feb	12-Jan	Seattle	BPC	BPC Application review	ANT*, KNU			
13-Feb	13-Feb	Seattle	PSP	Simulator Development	BOU**, MYE*			
15-Feb	15-Feb	Seattle	PSP	Outreach	NIN			
18-Feb	18-Feb	Seattle	BPC	TEC	BOZ**, KNU			
18-Feb	19-Feb	Olympia	PSP	Outreach	VON(2on*)			
18-Feb	18-Feb	Seattle	PSP	BOD Prep	HAM*			
18-Feb	18-Feb	Seattle	BPC	BPC Prep	ANT, KNU			
19-Feb	19-Feb	Olympia	PSP	Outreach	NIN			
19-Feb	19-Feb	Seattle	BPC	BPC	ANT, KNU, HAM			
23-Feb	23-Feb	Seattle	PSP	Business, Orientation	HAM, NIN			
23-Feb	23-Feb	Seattle	BPC	BPC Exam Prep	BEN*, KNU			
24-Feb	24-Feb	Seattle	PSP	BOD	BOS, GRK*, HAM, KEP, MCG, MIL*			
24-Feb	28-Feb	Seattle	PSP	Ops Pilot	NIN(4off)			
25-Feb	25-Feb	Seattle	PSP	Business, UTC	HAM			
25-Feb	26-Feb	Seattle	PSP	Business, UTC	KLA(1on*,1off)			
26-Feb	26-Feb	Seattle	PSP	Ladder Safety	HAM			
26-Feb	28-Feb	Seattle	PSP	Rate Committee	MCG(3on*)			
26-Feb	26-Feb	Tacoma	USCG	Regulatory	RID*			
26-Feb	26-Feb	Seattle	PSP	Outreach	MEL			
27-Feb	27-Feb	Seattle	BPC	BPC Exam Prep	MOO*			
					* On Watch	Off Watch	** paired to assign.	
					71	62	4	

**Safety/Regulatory**

**Outreach**

**Administrative**

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

Start Dt	End Dt	REASON	PILOT
1-Feb	28-Feb	NFFD	LOB
9-Feb	12-Feb	Jury Duty	HAM

Trailing 12 months revenue assignments 6985

Call back job ratio during the last 12 months (March 2025-February 2026) 8.72%

# Puget Sound District Activity Report Dashboard

## 2026 February

PS District  
Trainees

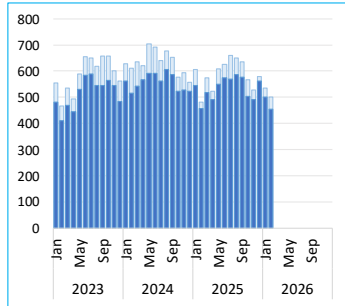
9

Licensed Pilots  
Including President

56

Monthly Total  
Assignment Count

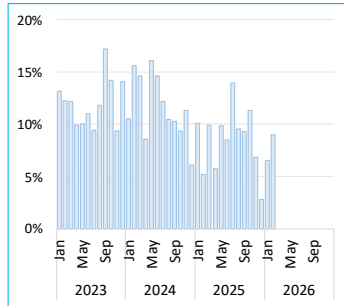
500



455 On-Watch (dk blue), 45 Off-Watch (lt blue)

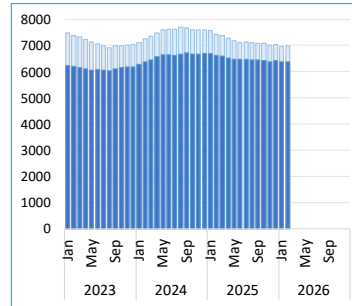
Monthly Off-Watch  
Assignment Percentage

9.0%



Trailing 12 Total  
Assignment Count

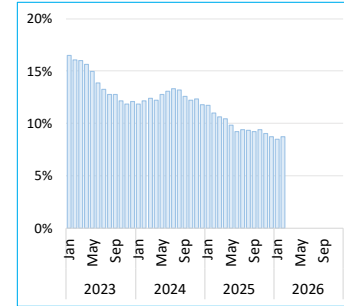
6985



6376 On-Watch (dk blue), 609 Off-Watch (lt blue)

Trailing 12 Off-Watch  
Assignment Percentage

8.7%



Licensed Pilots w/o Pres **55**

Pilots NFFD whole month **1**

Available Pilots **54**

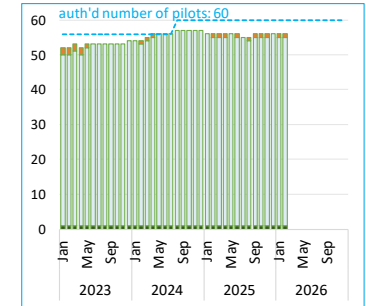
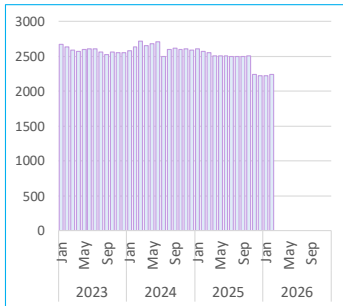


chart also includes president (1 pilot)

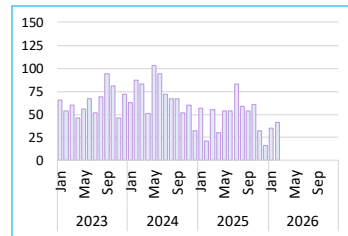
Total Comp Days  
All Licensed Pilots

2238



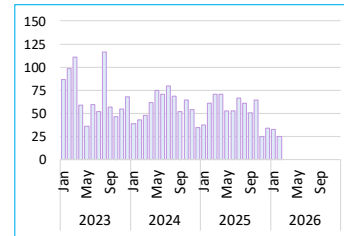
Comp Days Earned  
(Callbacks)

41



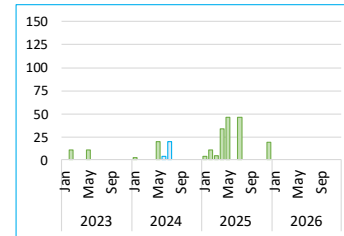
Comp Days Used  
(Licensed Pilots)

25



COVID Days\* **0**

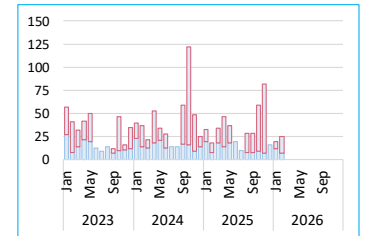
NFFD Days\* **0**



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

Training Days **18**

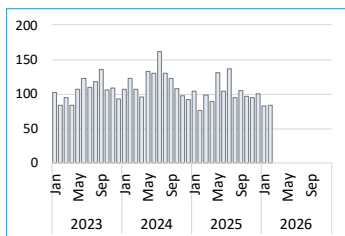
Upgrade Trips **7**



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

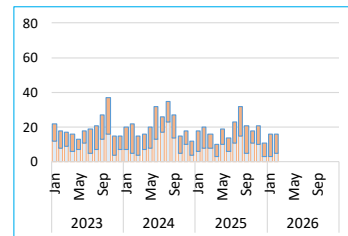
Repositions

84



PILOT Delays (Count)  
combined total

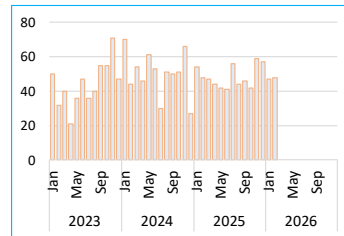
16



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

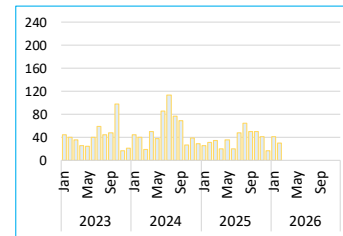
Billable Delays (Count)  
by CUSTOMERS

48



PILOT Delay Hours  
(Pilot Shortage & Efficiency)

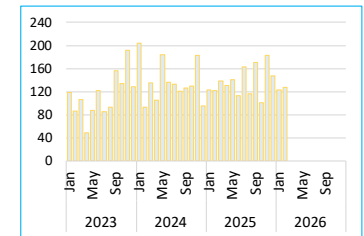
30.25 hrs



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

Billable Delay Hours  
by CUSTOMERS

128 hrs



## **Port of Grays Harbor**

### **Pilotage Report**

**March 19, 2026**

#### Pilotage Activity

There were a total of 9 arrivals in February (6 dry bulkers, 1 liquid bulker and 2 RoRo's). This equated to 29 jobs. There was 1 vessel that failed a hull inspection causing some additional jobs without a corresponding arrival. For comparison last year, there were 7 arrivals for a total of 21 jobs in February.

Year to date through February there have been 19 arrivals for a total of 56 jobs.

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

#### Terminal Maintenance Dredging

The Port completed dredging at Terminals 1, 2 and 4 over four days between February 4th and 7th. There were a total of 10 barge loads of sediment removed with 2,491 CY removed from Terminal 1, 15,597 CY removed from Terminal 2, and 8,377 CY removed from Terminal 4. Terminal 3 was not dredged during this round.

Pre- and post-dredge surveys and required reports have been submitted to the regulatory agencies to demonstrate all work was completed within the permitted work window and in compliance with permit requirements. Staff have received the final disposal fee from DNR for placement of dredge material at Point Chehalis.

This is the last planned round of dredging until August.



# SAVE THE DATE

**Terminal 4**

**Expansion & Redevelopment Project**

AGP AND THE PORT OF GRAYS HARBOR  
INVITE YOU TO THE

# GRAND OPENING

**FRIDAY**  
**07.31.26**

**Terminal 4**  
**2000 East Terminal Way**  
**Aberdeen, WA 98520**

**PROGRAM BEGINS AT 10 AM**  
**TOURS & LUNCH TO FOLLOW**

March 2026  
BPC Staff Recommendation  
Puget Sound Pilotage District  
Authorized Number of Pilots:  
  
60 Licensed Pilots

1

Previous recommendation August 2024 was  
the same as the current recommendation.

Sixty licensed pilots is the necessary number of pilots for  
7134 to 7491 assignments at 100% TAL to 105% TAL per pilot,  
after subtracting 1 pilot president and 1 pilot NFFD.

These slides will show why the BPC staff recommendation is  
focused on that range.

2

## Assignment ranges (95% to 105% TAL) for a given number of pilots moving ships\*

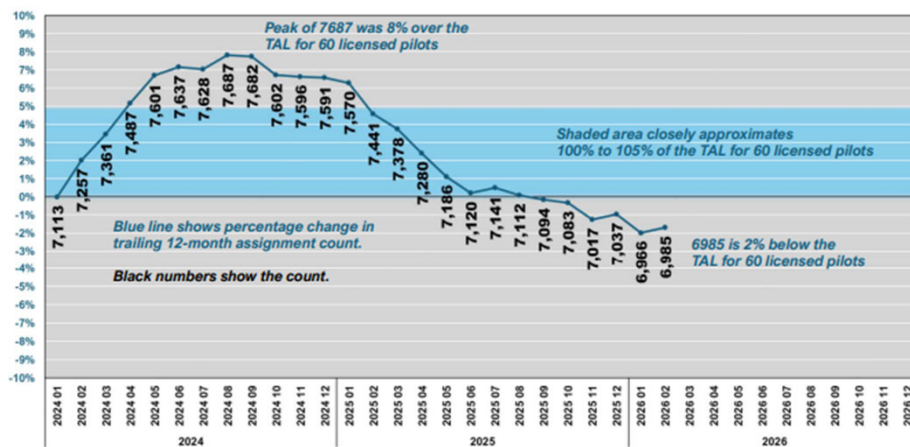
\*Authorized number of pilots must additionally include 1 pilot president & 1 pilot NFFD.

Number of Pilots	TAL	Pro Forma Capacity Minus 5%	Pro Forma Assignment Capacity	Pro Forma Capacity Plus 5%
56	123	6,544	6,888	7,232
57	123	6,660	7,011	7,362
58	123	6,777	7,134	7,491
59	123	6,894	7,257	7,620
60	123	7,011	7,380	7,749

Table provided by BPC Commissioner Tim Farrell, in January 2026 (does not include president and NFFD)

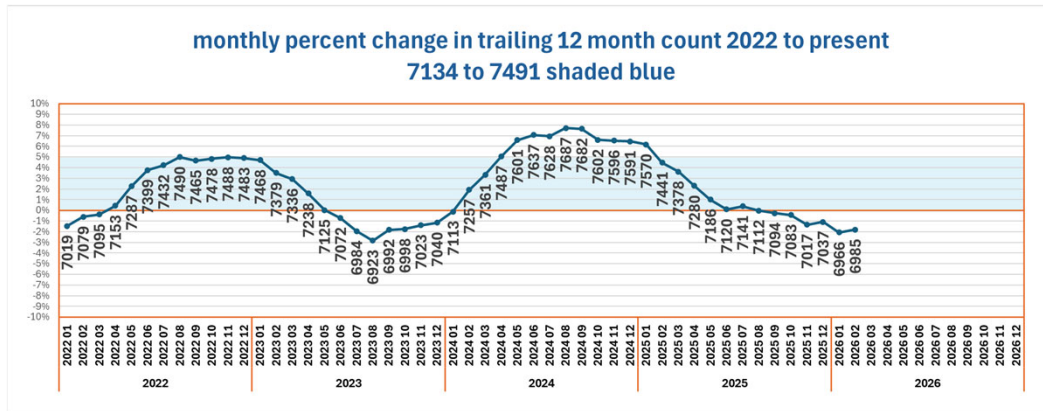
3

## 2024 and 2025 trailing 12 assignments – the count went UP before it went DOWN



4

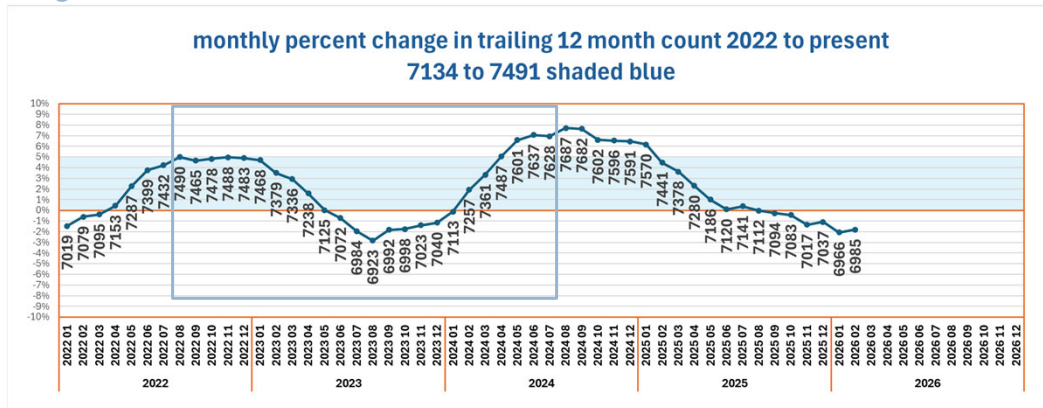
This is the normal variation in assignment levels – up, down, up, down, etc.



5

Aug 2022 to July 2024:

- minimum = 6923
- 25<sup>th</sup> percentile = 7064
- 50<sup>th</sup> (median) = 7349
- 75<sup>th</sup> percentile = 7484
- maximum = 7637
- range min to max = 714



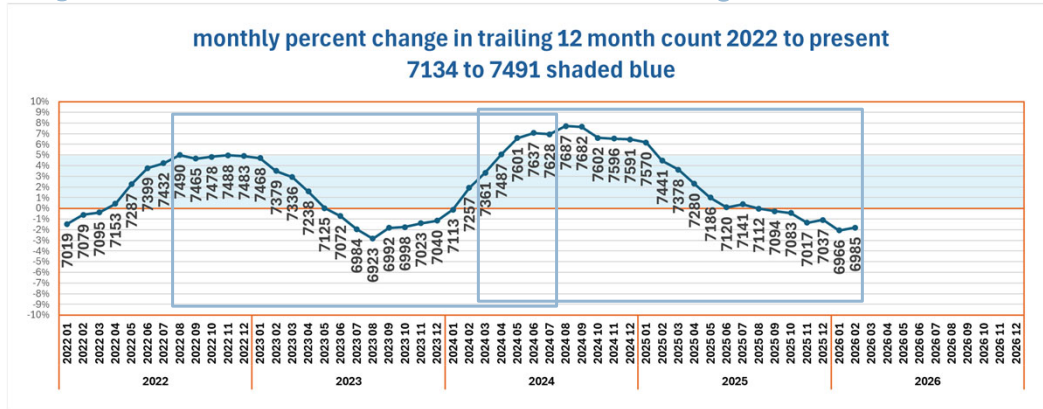
6

Aug 2022 to July 2024:

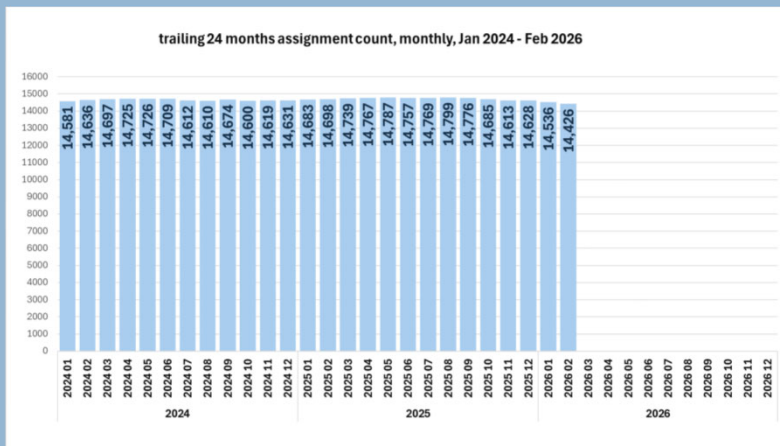
minimum = 6923  
 25<sup>th</sup> percentile = 7064  
 50<sup>th</sup> (median) = 7349  
 75<sup>th</sup> percentile = 7484  
 maximum = 7637  
 range min to max = 714

March 2024 to Feb 2026:

minimum = 6966 *43 higher*  
 25<sup>th</sup> percentile = 7108 *44 higher*  
 50<sup>th</sup> (median) = 7370 *21 higher*  
 75<sup>th</sup> percentile = 7597 *113 higher*  
 maximum = 7687 *50 higher*  
 range min to max = 721



7



This normal variation in assignment levels is why the trailing 24-month count is so steady. And why BPC staff are again recommending 60 licensed pilots.

8

**March 2026 BPC Staff Recommendation  
for Puget Sound Pilotage District  
Authorized Number of Pilots:  
60 Licensed Pilots**

---

**INTRODUCTION: PREVIOUS RECOMMENDATION**

In August 2024 BPC staff recommended the authorized number of pilots for the Puget Sound Pilotage District be set at 60, and the Board agreed. <sup>1</sup>

The number 60 was recommended based on the following parameters:

- TAL of 123 assignments per pilot per year <sup>2</sup>
- Desire to limit off watch assignments to 5% (after many years of excessive callbacks due to pilot shortage) because off-watch time is an essential component of fatigue management <sup>3</sup>
- 60 licensed pilots = 1 pilot President, 1 pilot NFFD (average), and 58 pilots moving ships <sup>4</sup>
- 58 pilots moving ships x 100% TAL of 123 = 7134 assignments  
58 pilots moving ships x 105% TAL of 123 = 7491 assignments

**In other words, 58 pilots moving ships = estimated assignment capacity of 7134 to 7491 per year (100% to 105% of TAL) plus 1 pilot President, plus 1 pilot NFFD = 60 licenses.**

The trailing 12-month assignment count peaked at 7687 in August 2024, the same month this recommendation was made, but that peak number was *not* the reason for the recommendation. Again, the number 60 was recommended because subtracting 1 for President and 1 for NFFD leaves 58 pilots moving ships, with estimated assignment capacity of 7134 to 7491 per year (100% to 105% of TAL). This was explained on page 5 of the Staff Recommendation document from 2024. <sup>5</sup>

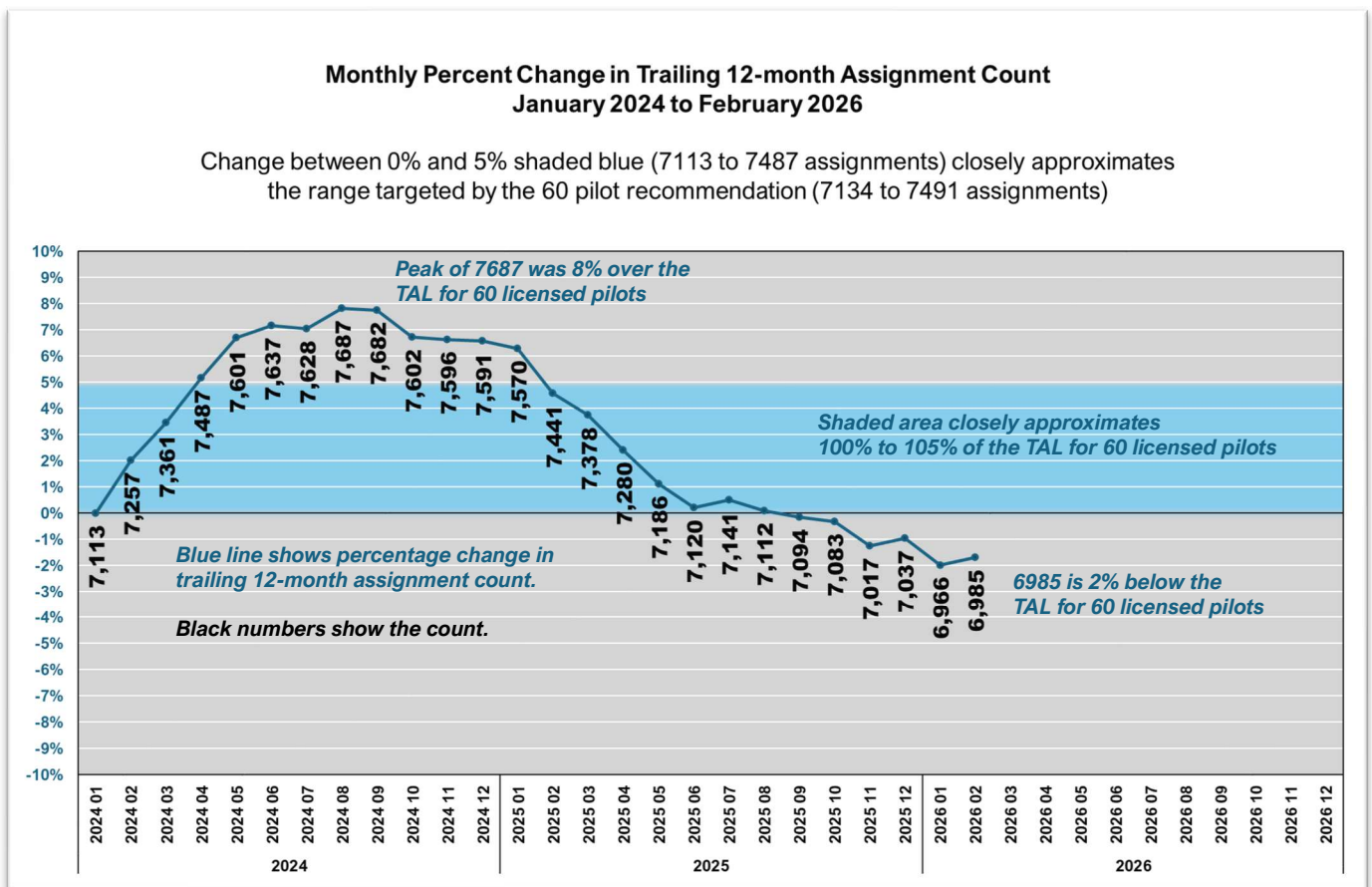
The range of 100% to 105% of TAL is important because BPC is not seeking to *require* 5% callbacks, but rather to *limit* callbacks to 5%.

## HOW DID THE 2024 RECOMMENDATION TURN OUT?

The chart below shows the percentage change in trailing 12-month assignment count starting January 2024. The range targeted in the recommendation for 60 licensed pilots (7134 to 7491) is very close to the 0% to 5% change in the trailing 12-month assignment count (7113 to 7487).

The chart shows that the assignment range targeted in the 2024 recommendation is far below the assignment peak (7687 in August 2024), while the current trailing 12-month assignment count (6985 in February 2026) is only 2% below the TAL for 60 pilots (6985 is 98% of 7134).

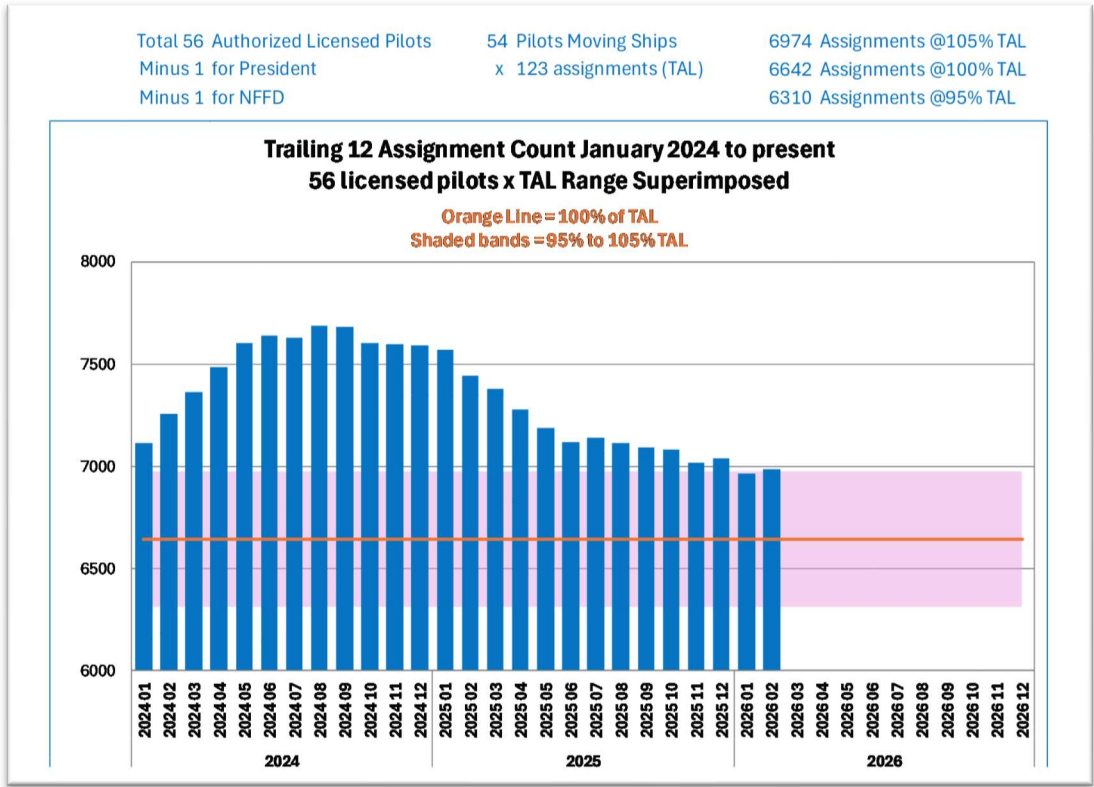
While the August 2024 trailing 12-month assignment counts exceeded the TAL for 60 licensed pilots by 8%, the following year the August 2025 trailing 12-month count was nearly 100% of the TAL for 60 licensed pilots (7112 is 99.7% of 7134).



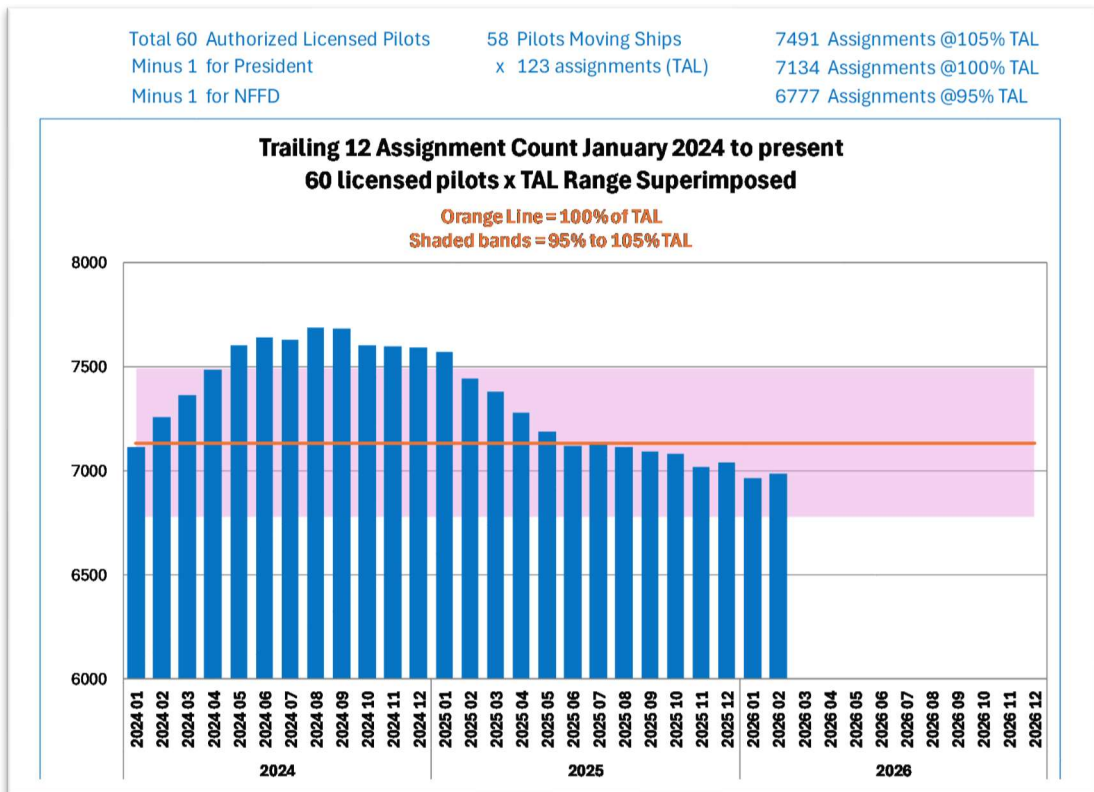
During the 18 months since the recommendation for 60 pilots was made in August 2024:

- trailing 12-month assignment count has ranged between 6966 (min) and 7687 (max).
- number of licensed pilots reached 57 for 5 months but otherwise has been 55-56.
- callback percentage has averaged 8.7% each month as the pilot shortage improves (callbacks averaged 14.5% each month January 2019 through July 2024).

The Board set the authorized number of pilots at 60, meaning that is the maximum number of pilots that BPC may license. However, the current number of licensed pilots is 56 despite the authorized number being higher than that. These charts compare the TAL for 56 vs 60 pilots.



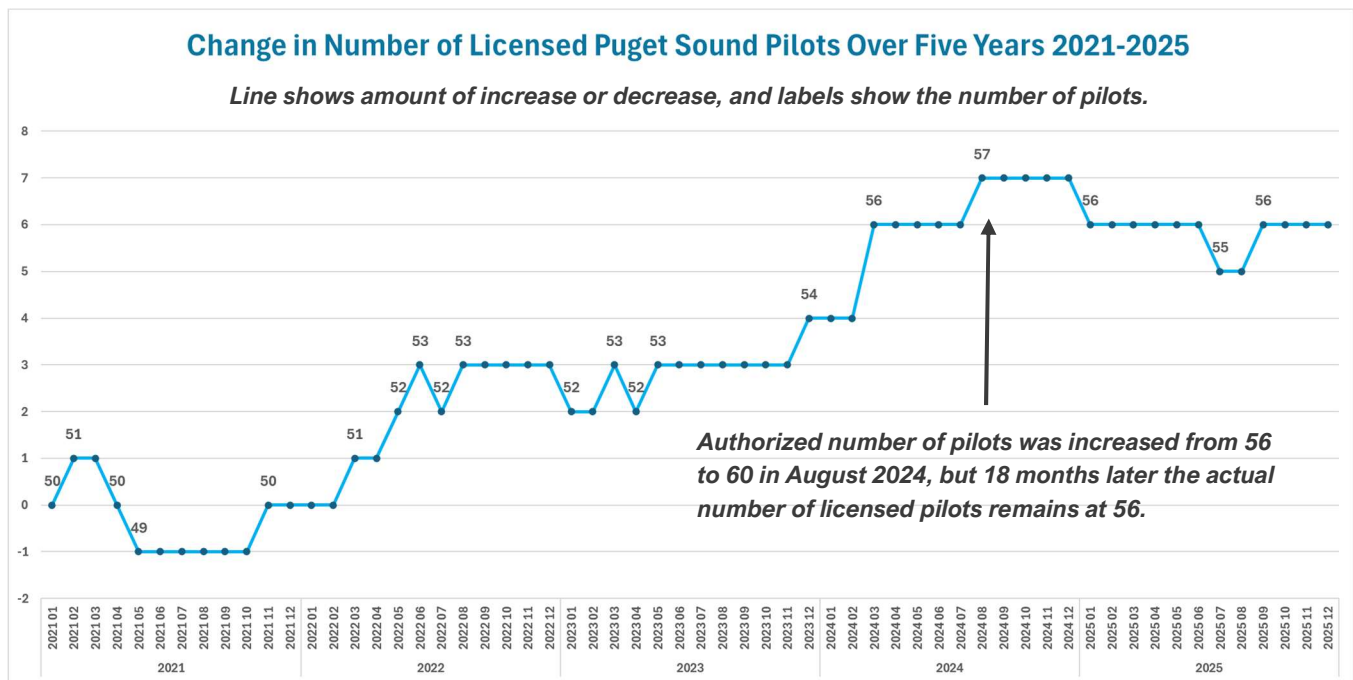
56 licensed pilots at 100% of the TAL (orange line) must work a MINIMUM of 5% callbacks (pink shaded area above orange line) at all times to keep up with ship moves.



60 licensed pilots at 100% of the TAL (orange line) are able to keep up with ship moves while for the most part limiting callbacks to 5% or less.

These charts were inspired by Commissioner Farrell's suggestion to use ranges 95% to 105% of the TAL; however, staff recommendation uses ranges 100% to 105% of the TAL. **See note 6.**

Between retirements<sup>7</sup> and lengthy training process, increasing the number of licensed pilots takes time. Chart below shows the timeline of changes to the actual number of licensed pilots (not the authorized number). Over a five-year period the total number of licensed pilots has increased by just 6.



## CURRENT CONDITIONS AND DATA CONSIDERED FOR 2026 RECOMMENDATION

The most recent 24 months of pilotage assignment data include a peak in summer of 2024 at 108% of TAL for 60 pilots, followed by a decrease to 100% of TAL for 60 pilots a year later in summer of 2025. The decrease from the peak should be seen as a return to a level that is appropriate for 60 pilots, rather than a reason to lower the authorized number of pilots.

The previous recommendation and current recommendation are both based on an assignment range of 7134 to 7491 which is 100% to 105% of the TAL for 60 pilots. Meanwhile, the actual number of pilots is currently 56 and is not likely to increase quickly given the significant number of pilots nearing retirement age. **100% of the TAL for 56 pilots is 6642.**

Known vessel traffic changes<sup>8</sup> in 2026 include a 14% busier cruise season than the previous two years (82 additional ship moves) and 13 LNG bunkerings (3 assignments each bunkering for a total of 39 new assignments). In addition, NWSA reports the Sun Chief Express service is expanding from every 2 weeks to every 1 week (52 additional ship moves). When the cancellation of Evergreen’s HTW service is factored in (56 fewer ship moves based on the previous two years of data for this ad hoc service), there is a net increase of 117 assignments.

## RESPONSE TO PMSA LETTER OF FEBRUARY 11, 2026

PMSA is requesting<sup>9</sup> the authorized number of pilots be reduced from 60 to 55.

The reason given for the request is that the trailing 12-month assignment count has decreased 8.6% from the time of the 2024 decision to set the number of authorized pilots at 60, and so the authorized number of pilots should be reduced by 8.6%, which would be 5 pilots. BPC staff are not in favor of this request for the following reasons:

- The recommendation to set the authorized number of pilots at 60 was not based on peak assignment counts of summer 2024 as stated in the request. Rather, the recommendation was based on a forecasted assignment range of 7134 to 7491 (100% to 105% of the TAL for 60 licensed pilots).
- The calculation PMSA is using to determine the number of pilots assumes TAL + 5% instead of TAL, and does not factor in 1 NFFD pilot.

## CLARIFICATION OF CALCULATIONS

There seem to be two persistent misunderstandings that can cause incorrect and/or inconsistent results when calculating number of pilots.

- President and NFFD pilot

In addition to pilots moving ships, calculations must account for 2 pilots not moving ships – 1 pilot president and 1 NFFD pilot (average). The NFFD pilot is counted separately from pilots moving ships because the TAL was calculated based on *available* pilots, and pilots unavailable due to NFFD status were excluded from the analysis. In other words, the TAL is calculated for 1 pilot working a full year and does not consider NFFD pilots and so an NFFD pilot “placeholder” is added along with the president. Calculations that do not include 1 NFFD pilot are not complete.

- TAL (target assignment level) and callbacks

The TAL is 123 assignments per pilot per year. One can work forwards or backwards to calculate the number of pilots needed to move a given number of ships, or the number of ships that can be moved by a given number of pilots.

Our goal is to *limit* callbacks to 5%, not *require* 5% callbacks. It is important to not include callbacks in the TAL by default (doing that effectively increases the TAL to 129) and instead consider them as additional assignments above and beyond the TAL. This establishes an assignment forecast range instead of a single-number forecast.

It does not work to first reduce the assignment forecast by 5% and then divide by TAL of 123. That results in an effective TAL of 129 -- in other words the 5% callbacks are included by default.

**Examples:**

**CORRECT:** 7134 assignments divided by TAL of 123 = 58 pilots moving ships, and 7134 can range as high as 7491 with 5% callbacks added,

**INCORRECT:** 7134 assignments x 0.95 = 6777, divided by TAL of 123 = 55.1 pilots moving ships, = 129.5 assignments per pilot (assumes 5% callbacks, increasing the TAL to 129.5)

## **CONCLUSION & STAFF RECOMMENDATION**

BPC staff suggest following a consistent and data-based process for evaluating the authorized number of pilots on a routine basis, incorporating the following elements:

- The TAL for pilots moving ships is 123 assignments per pilot per year.
- It is preferred that off-watch assignments (callbacks) not exceed 5% of the TAL because uninterrupted off-watch time is an essential component of fatigue management.
- Two additional pilots not moving ships (1 pilot President and 1 pilot NFFD) need to be included in the total number of authorized pilots.
- When considering the number of pilots required it is helpful to consider the range of assignments between 100% and 105% of TAL to account for normal fluctuations and imperfect forecasting, rather than a single number based on TAL + 5% callbacks

By using a standard approach with parameters that are well documented and clearly understood by all, it is hoped that reconsideration of the authorized number of pilots will become a simple and effective routine process.

BPC staff have used this process, which they also used in 2024, to formulate the current recommendation.

The staff recommendation is to keep the authorized number of pilots at 60 based on a forecasted assignment range of 7134 to 7491 (100% to 105% of the TAL for 58 pilots moving ships, plus 1 pilot president and 1 pilot NFFD (average)).

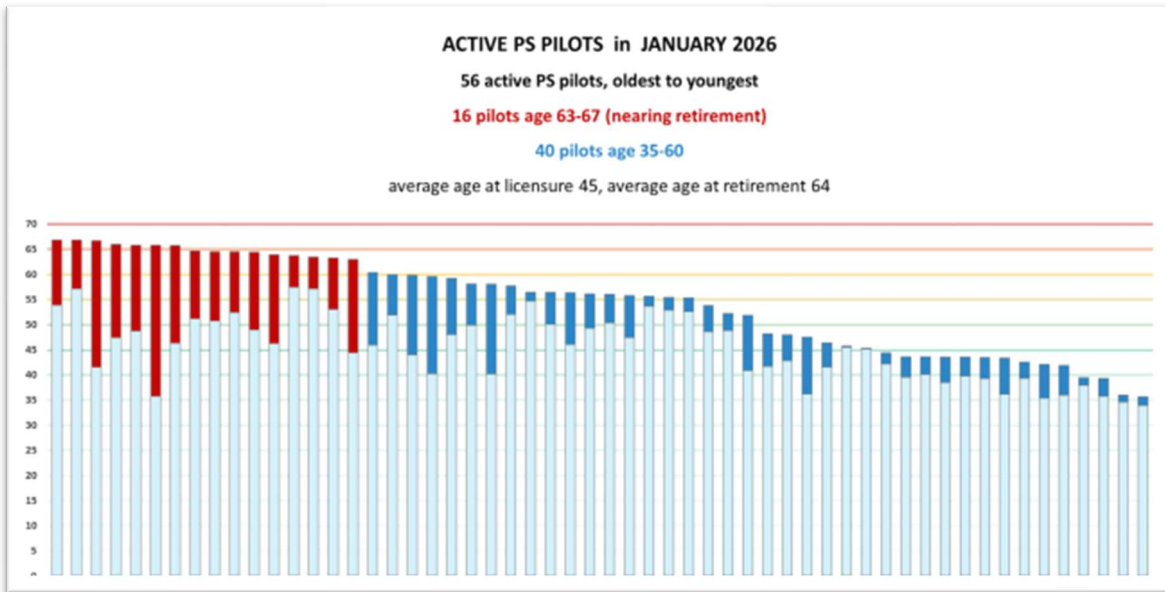
NOTES:

1. The Board agreed, but requested the Pilot Safety Committee (PSC) evaluate the PSP comp day system for appropriate guardrails and risk mitigation. There were four PSC meetings in 2025 where the main topic was PSP comp days. Meeting notes are provided to commissioners once approved by the committee.
2. TAL was set by the PSC during four meetings in early 2024.
3. Fatigue management recommendations from Dr. Czeisler relating to consecutive days of work are listed below:
  - a. Weekly work limit of 60 hours in a running 7 day interval
  - b. Weekly rest of minimum 24 consecutive hrs every 7 days, 34 hrs every 7 days if working more than 7 days.
  - c. Maximum days on duty should not exceed 15.  
Every 7 day interval in a 15 day stretch requires 34 hrs rest period
  - d. Monthly rest of 60 consecutive hrs required within every 30-day period.  
Must include 3 nights between 0000-0600..
4. More detailed explanation of TAL analysis and need to add 1 pilot president and 1 NFFD pilot to pilots moving ships can be found under “Clarification of Calculations” on page 5.
5. The 2024 Staff Recommendation document is available [here](#) (on BPC web site).
6. The idea of using assignment ranges of 95% to 105% of TAL to determine number of pilots was suggested by Commissioner Farrel in January 2026 and the table pictured below was provided but did not include 1 pilot president and 1 NFFD pilot. Staff updated the table to include the 2 missing pilots, and it became the inspiration for the interactive chart provided to commissioners for the February 2026 board meeting and pictured on page 3 of this document.

	A	B	C	D	E	F	G
2							
3		<b>Number of Pilots</b>	<b>TAL</b>	<b>Pro Forma Capacity Minus 5%</b>	<b>Pro Forma Assignment Capacity</b>	<b>Pro Forma Capacity Plus 5%</b>	
4		56	123	6,544	6,888	7,232	
5		57	123	6,660	7,011	7,362	
6		58	123	6,777	7,134	7,491	
7		59	123	6,894	7,257	7,620	
8		60	123	7,011	7,380	7,749	

Note that staff recommendation uses assignment ranges of 100% to 105% of TAL.)

7. The chart below showing a significant number pilots nearing typical retirement age was shared by staff at the January 2026 board meeting as part of a presentation about expected retirements and licensures. The presentation is was included in commissioners' packets.



8. Information about known vessel traffic changes provided by Puget Sound Pilots from the following sources:

- a. <https://www.portseattle.org/maritime/cruise>
- b. <https://container-news.com/ocean-alliance-removes-tacoma-from-htw-transpacific-service/>
- c. <https://www.nwseaportalliance.com/newsroom/northwest-seaport-alliance-celebrates-expansion-sun-chief-express-service-weekly-sailings>
- d. Email exchange with Seaspan LNG.

9. PMSA letter requesting reduction in authorized number of pilots available [here](#) (on BPC web site).



STATE OF WASHINGTON  
**BOARD OF PILOTAGE COMMISSIONERS**

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

**Oil Transportation Safety Committee (OTSC)**

Committee Roster  
 (as of January 2025)

*Per OTSC Charter adopted at the 12/16/2019 BPC meeting, the OTSC shall consist of: one Chair, who is affiliated with the BPC, three members of the BPC including the Dept. of Ecology representative, one Puget Sound Pilot representative, one oil industry representative, one tug industry representative, one environmental community representative, and at least one tribal representative.*

Chair	Jaimie Bever, BPC Executive Director
Ex-officio Member	Sheri Tonn, BPC Chair
BPC Member – Ecology Rep Alternates	Tom Buroker Ecology Spills Program – Prevention Section
<b>BPC Member</b>	<b>Vacant</b>
BPC Member – Public	Jason R. Hamilton
Puget Sound Pilot Representative Alternate	Captain Blair Bouma Captain Keith Kridler
Oil Industry Representative Alternates	Antonio Machado, WSPA Various Subject Matter Experts
Tug Industry Representative Alternates	Jeff Slesinger, Delphi Maritime Various Subject Matter Experts
Environmental Community Rep. Alternate	Fred Felleman, Friends of the Earth NW Rein Attemann, WA Environmental Council
Tribal Representative Alternate	Brian Porter, Swinomish Indian Tribal Comm. Clyde Halstead, Swinomish Indian Tribal Comm.

*For 2028 Rule Assessment, consider removing the membership of the Oil Industry and Environmental Community to focus on more technical operational expertise. If the Board determines that another rulemaking is necessary, then the membership could be opened back up to capture more view points.*

# Marine transportation occurrence data from January 1995

With a view to advancing transportation safety, the TSB is publishing data from its Marine Safety Information System (MARSIS) on reportable accidents and incidents (together called occurrences) for use by industry and the public. The TSB gathers these data in the course of its investigations and uses them to analyze safety deficiencies and identify risks in the Canadian transportation system.

Accidents and incidents are reported in accordance with the [Transportation Safety Board Regulations](#) that were in effect at the time of the occurrence.

The dataset is composed of 6 tables in CSV format.

## Content of the dataset

Some data collected by the TSB and recorded in MARSIS will be excluded from the public database to protect third party, personal and privileged information, in accordance with the [Canadian Transportation Accident Investigation and Safety Board Act](#), the [Privacy Act](#) and the [Access to Information Act](#).

The data in text fields are provided in English and in French, while free-text fields contain data in the language in which they were entered. Some of the data in the datasets is from sources not subject to the [Official Languages Act](#) and are therefore available only in the language in which they were provided.

## Data dictionary

The data in this dataset are described in [the data dictionary](#) [CSV 85 kb].

## Release schedule

The MARSIS dataset is released on or soon after the 15th of each month, and contains data from January 1995 to the last day of the month preceding its release.

► Occurrence table

► Vessel table

► Navigation equipment table

► Lifesaving appliances equipment table

► Recording equipment table

► Injuries table

## Description of the tables in the dataset

A blank cell in these tables indicates that this field is not applicable or is not populated.

### ▼ Occurrence table

This table contains data on the occurrence date, time, and location; TSB and IMO classifications; when and by whom the occurrence was reported; the vessel(s) involved; injuries; damage and pollution; search and rescue; TSB deployment; and environmental conditions (wind, sea state, ice, etc.).

[\[CSV file 91.5 MB\]](#)

	A	B	C	D	F	H	I	K	L	N	O	Q	R	T	U	W	X	Y	AA	AB	AD	AE	AG	AH	AJ	AK	AM	AN	AP	AQ	AS	AT	AV	AW	AY	AZ	BA	BC	BD	BE
1	Occ ID	Occ No	Occ Class ID	Occ Class Display Eng	Occ Date	Time Zone ID	Time Zone Display Eng	Province ID	Province Display Eng	Occurrence Type ID	Occ Type Display Eng	Acc Inc Type ID	Acc Inc Type Display Eng	Imo Class Level ID	Imo Class Level Display Eng		Summary	InjuriesIND	Injuries IND Display Eng	Search And Rescue IND	Search And Rescue IND Display Eng	DamageIND	DamageIND Display Eng	SafetyCommissionIND	SafetyCommissionIND Display Eng	PollutionIND	PollutionIND Display Eng	DeployedIND	DeployedIND Display Eng	AccTypeID	AccTypeDisplayEng	RoutingID	RoutingDisplayEng	Enum	Enum Display Eng	Latitude	Latitude Display Eng	Longitude	Longitude Display Eng	
10	53921	M26P0020	15	CLASS	2/8/2026	1	UTC	9	BRITISH COLUMBIA (BC)	2	Incident	28	TOTAL FAILURE OF ANY MACHINERY OR TECHNICAL SYSTEM	2	CASUALTY		32	No	31	Yes	63	Unknown	32	No	32	No	32	No	4	CHANNEL / STRAIT / SOUND	7	Inshore traffic zone		52.11683	4	N	129.6898	7	W	
11	53921	M26P0020	15	CLASS	2/8/2026	1	UTC	9	BRITISH COLUMBIA (BC)	2	Incident	28	TOTAL FAILURE OF ANY MACHINERY OR TECHNICAL SYSTEM	2	CASUALTY		32	No	31	Yes	63	Unknown	32	No	32	No	32	No	4	CHANNEL / STRAIT / SOUND	7	Inshore traffic zone		52.11683	4	N	129.6898	7	W	
18	53913	M26P0018	15	CLASS	1/30/2026	1	UTC	9	BRITISH COLUMBIA	2	Incident	3	BOTTOM CONTACT	3	INCIDENT		32	No	32	No	63	Unknown	32	No	32	No	32	No	4	CHANNEL / STRAIT / SOUND	7	Inshore traffic zone	32	No	53.16902	4	N	129.1211	7	W

	BG	BH	BJ	BK	BL	BM	BN	BO	BQ	BR	BT	BU	BW	BX	BY	BZ	CB	CC	CE	CF	CH	CI	CK	CL	CM	CN	CO	CP	CR	CS	CT	CU	CW	CX	CZ	DA	DB	DC	DE	DF	DH	DI
1	PositionEstimatedIND	PositionEstimatedIND Display Eng	NearestLocationDistance_Nm	NearestLocation Description	BearingID	BearingDisplay	FatigueInvestEnum	FatigueInvestEnum Display Eng	FatigueComFactorEnum	FatigueComFactorEnum Display Eng	WeatherFactorEnum	WeatherFactorEnum Display Eng	ReleasedDate	OccClosedDate	RegionResponsibilityID	RegionResponsibility Display Eng	RegionOfOccurrenceID	RegionOfOccurrence Display Eng	ReportSourceID	ReportSourceDisplayEng	PositionTypeEnum	PositionTypeDisplayEng	Position	PositionText	EntryDate	MajorChangesIncludedIn Daily	IncludedInDailyEnum	IncludedInDailyEnum Display Eng	EnvironmentalConditionID	VisibilityDistance_Nm	LightConditionID	LightConditionDisplayEng	WeatherConditionID	WeatherConditionDisplay Eng	WindDirectionID	WindDirection	WindSpeedTypeID	WindSpeedTypeDisplayEng	BeaufortScaledID	BeaufortScaledDisplayEng	WindSpeed_Knots	SeaStateID
10	32	No	38.6	Day Point	12	WSW	32	No	33	Unknown	33	own	2/9/2026	2/11/2026	9	PACIFIC REGION	9	PACIFIC REGION				DDMM.M	2	MM	2/8/2026	31	Yes	52676	10	1	Day	1	Unknown	11	SW	1	Wind Speed		35	8		
11	32	No	38.6	Day Point	12	WSW	32	No	33	Unknown	33	own	2/9/2026	2/11/2026	9	PACIFIC REGION	9	PACIFIC REGION				DDMM.M	2	MM	2/8/2026	31	Yes	52676	10	1	Day	1	Unknown	11	SW	1	Wind Speed		35	8		
18	32	No	1.3	Leading Point	11	SW	32	No	33	Unknown	33	own	2/5/2026	2/6/2026	9	PACIFIC REGION	9	PACIFIC REGION				DDMM.M	2	MM	2/2/2026	31	Yes	52666	4	1	Day	13	OVERCAST		2	Beaufort		4	Moderate breeze		5	

	DJ	DL	DM	DN	DO	DP	DQ	DR	DS	DV	DW	DX	DY	EA	EB	ED	EE	EG	EH	EJ	EK	EM	EN	EO	EP	ER	ES	ET	EV	EW	EY	EZ	FA	FB	FC
1	SeaStateDisplayEng	SwellDirectionID	SwellDirection	SwellHeight_Meters	AirTemp_Celsius	SeaTemp_Celsius	IceCoverage_ScalaOutOf 1to10	IcebergEnum	IcebergEnumDisplayEng	BergyBitsEnum	BergyBitsEnum Display Eng	GrowlersEnum	GrowlersEnum Display Eng	UnderIceRegimeEnum	UnderIceRegimeEnum Display Eng	ObservedByID	ObservedByDisplayEng	VessellingPresentEnum	VessellingPresentEnum Display Eng	VessellingQualificationID	VessellingQualification Display Eng	NotificationDetailID	ReportedDate	ReportedByID	ReportedByDisplayEng	SubstantialInterestedStateIND	OtherStateInvestigatingID	OtherStateInvestigating Display Eng	SubstantialInterested State ID	SubstantiallyInterested State Display Eng	TotalDeaths	TotalMinorInjuries	TotalSeriousInjuries	TotalMissingIndividuals	TotalPeopleInTheWater
10	ROUGH - 2.5 to 4 meters																					92568	2/8/2026	4	MARINE COMMUNICATIONS AND TRAFFIC SERVICES (MCTS)						0	0	0	0	0
11	ROUGH - 2.5 to 4 meters																					92569	2/8/2026	4	MARINE COMMUNICATIONS AND TRAFFIC SERVICES (MCTS)						0	0	0	0	0
18	SLIGHT - 0.5 to 1.25 meters																					92554	1/30/2026	4	MARINE COMMUNICATIONS AND TRAFFIC SERVICES (MCTS)						0	0	0	0	0

#### ▼ Vessel table

This table includes data on the individuals on board, including those evacuated or abandoned; type and location of damage to vessel(s) or non-vessel objects such as beacons or shore facilities; voyage details, notably departure and destination; vessel phase such as aground, berthed, dry dock; vessel activity including carriage of goods, fishing, towing service; and deadweight.

[\[CSV file 73.55 MB\]](#)

#### ▼ Navigation equipment table

This table contains data on navigation equipment including GPS; bridge alarm systems; and Inmarsat systems.

[\[CSV file 25.7 MB\]](#)

#### ▼ Lifesaving appliances equipment table

This table contains data on lifesaving appliances and equipment such as pyrotechnic distress signals; survival craft radiotelephones; search and rescue transponders; personal flotation devices.

[\[CSV file 1.42 MB\]](#)

#### ▼ Recording equipment table

This table contains data on recording equipment including hull stress monitoring systems and vessel data recorders.

[\[CSV file 4.08 MB\]](#)

#### ▼ Injuries table

This table contains data concerning those injured or who fell overboard, including the type and causes type of injury, and the lifesaving equipment and measures used.

[\[CSV file 1.41 MB\]](#)

# 2026 CRUISE SEASON PREVIEW

---



# 2026 CRUISE SEASON OVERVIEW

330 total calls expected – First call Friday, 4/17 (in-transit)

9 maiden calls: 3 will homeport, 6 are in-transit. Ceremonial “plaque exchange” on each new ship’s first call in Seattle

16 cruise ships homeporting in Seattle; 10 unique cruise brands; 11 connecting to shore power

5 days per week with two ships at T91 – up from 3 in 2025

2 new gangways being assembled at T91 for use this season

Purchase of T91 Shore Power complete; Expansion project at 60% design



# NEW CRUISE CUSTOMERS IN 2026

- Two new cruise lines sailing to Alaska, from Seattle, for the first time ever!
  - We welcome **MSC Cruises** and **Virgin Voyages**
- Both new brands are Europe based (Italy/Swiss and UK) and expected to source higher than normal International travelers (~35%).
- MSC and Virgin ships will go beyond regulation to protect Puget Sound
  - Voluntary no EGCS wash-water discharge in Puget Sound, join Cruise Memorandum of Understanding
- Both ships are equipped with shore power

A large white MSC cruise ship, the MSC Poesia, is shown sailing through a narrow, deep fjord. The water is a deep blue-green, and the surrounding cliffs are steep and forested. The ship is viewed from a low angle, emphasizing its size. The name 'MSC POESIA' and the MSC logo are visible on the side of the ship.

**MSC Poesia**

- “Poem” in Italian – ‘po-eh-ZEE-uh’
- Sailing on Mondays from Terminal 91
- Launched in 2008
- Accommodates 2,550 double-occupancy guests and 1,027 crew

# NEW CRUISE CUSTOMERS IN 2026

## Virgin Voyages Brilliant Lady

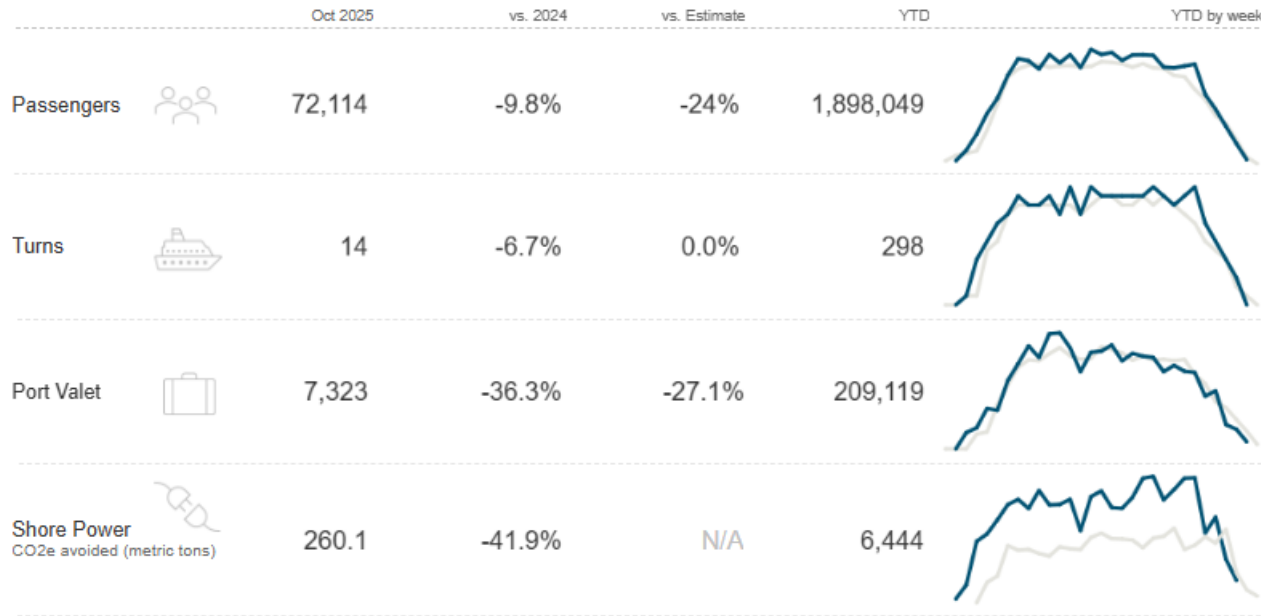
- Sailing on Thursdays from Terminal 91
- Launched in 2024
- Accommodates 2,700 double-occupancy “sailors” (guests) and 1,150 crew
- Adult-only cruise, the only line featuring a tattoo parlor



Brilliant Lady

# CRUISE DASHBOARD

- Provides a visual representation of the Port's current and historic cruise activity
- Information is linked to the Port's internal data and updates monthly – 1<sup>st</sup> update on 6/10 and every month thereafter
- Public reporting on progress toward economic and sustainability objectives

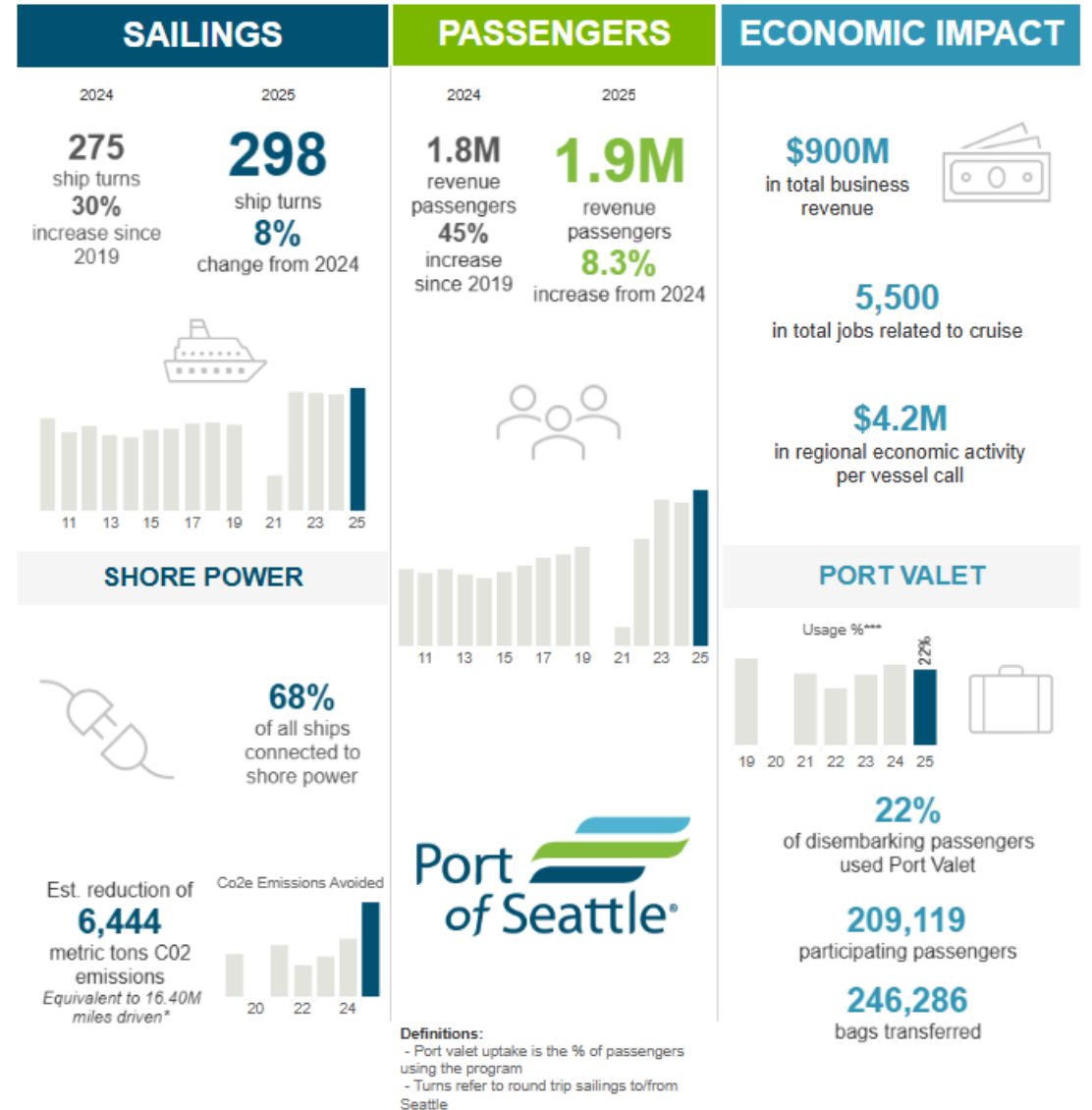


Data sources: Passengers from Seaport Finance, Port Valet from Cruise Operations, and Watts Marine weekly plug-in report (Maritime Enviro)

Year ■ 2024 ■ 2025

## Cruise Control: Port of Seattle Plugs In and Powers Up!

2025 Cruise Statistics



**Definitions:**  
 - Port valet uptake is the % of passengers using the program  
 - Turns refer to round trip sailings to/from Seattle

\* EPA Greenhouse Gas Equivalency Calculator

\*\* 2019 Seattle cruise passenger survey  
 \*\*\* Based on disembarking passengers

# SUSTAINABLE MARITIME FUELS LEADERSHIP

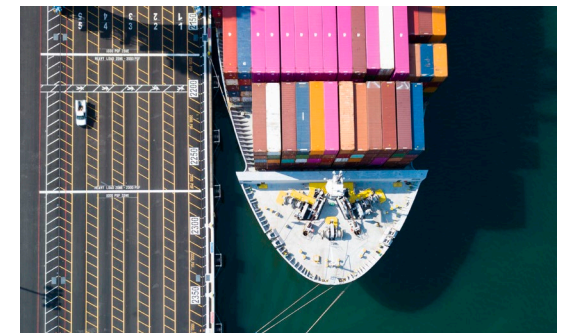
EPA Planning Grant: Powering Maritime Innovation

Sustainable Maritime Fuels Collaborative

2026 Sustainable Maritime Fuels Summit

Green Methanol Feasibility Study

Biofuel Demonstration Project



# PACIFIC NORTHWEST TO ALASKA GREEN CORRIDOR

- **Two Homeports:** Seattle and Vancouver (BC)
- **5 Ports of Call:** Victoria (BC), Juneau, Sitka, Skagway, Haines
- **Major cruise lines** participating
- **Seasonal:** April-October
- **Average duration:** 7-day round-trip
- **~900 nautical miles** Seattle-Juneau via Inside Passage
- Exploring the feasibility of **4 green methanol-fueled cruise ships** in the Alaska market by 2032



Alaska

- Home Port
- Port of Call



# PACIFIC NORTHWEST TO ALASKA GREEN CORRIDOR GREEN METHANOL FEASIBILITY STUDY

**Scope:** What would it take to make methanol-powered cruise ships viable in the Alaska market?

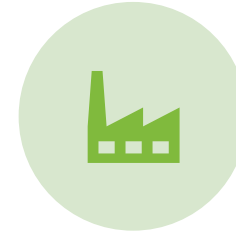
- First methanol ship by 2030
- 4 cruise ships on green methanol by 2032

## Project Partners:



## Next Steps

- Finalizing public report – expected Spring 2026



### ALTERNATIVE FUEL PRODUCTION

120,000 TONNES OF GREEN  
METHANOL PER YEAR



### PORT INFRASTRUCTURE

TRANSPORTATION,  
STORAGE, AND BUNKERING  
AT HOMEPORTS



### VESSEL DECARBONIZATION

DELIVERY OF 4 METHANOL-  
CAPABLE CRUISE SHIPS



### CARGO DEMAND DYNAMICS

WILL PASSENGERS PAY  
MORE TO TRAVEL ON A  
GREENER CRUISE?

# BIOFUEL DEMONSTRATION PROJECT

*A case study in regional maritime biofuel readiness led by Holland America Line*

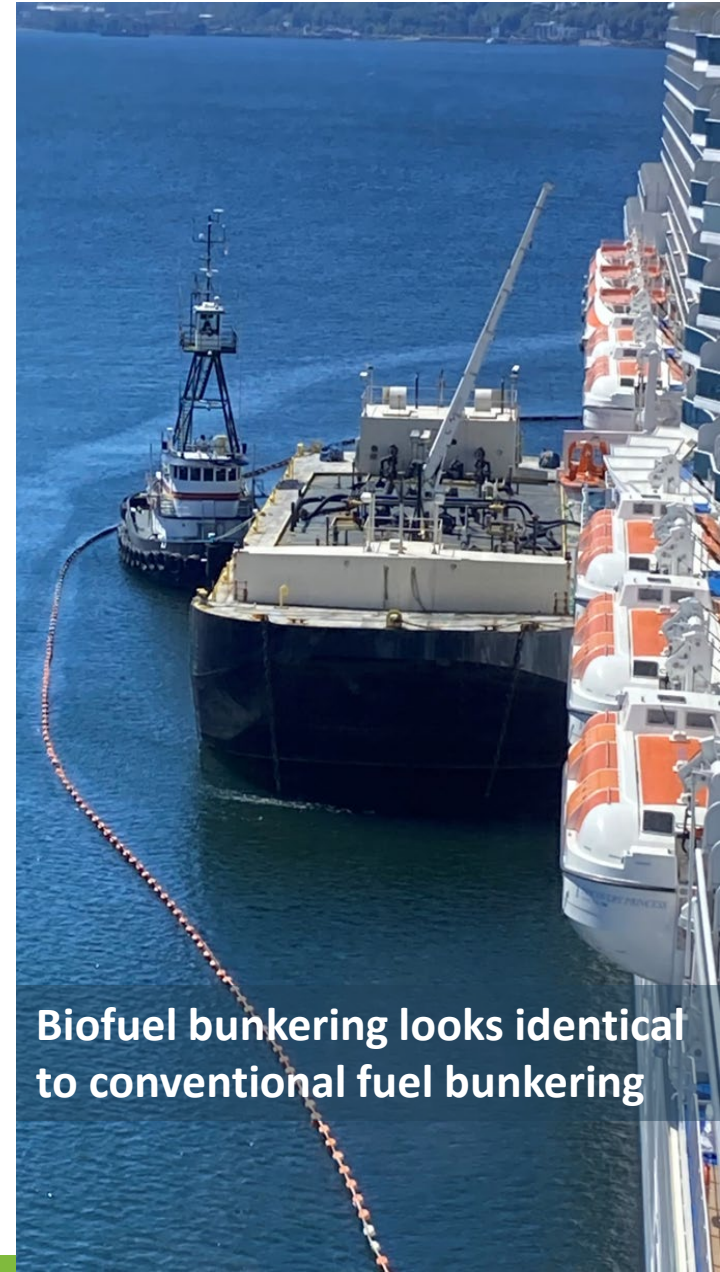
**Objective:** Test real-world feasibility, cost, operational risks, and emissions implications of using renewable diesel (derived from vegetable oil) for cruise operations departing Seattle.

## Approach:

- A joint project between Holland America Line and Port of Seattle.
- Renewable diesel (RD) was delivered to MS Eurodam over three separate calls in Seattle.
- RD is chemically the same as fossil diesel but made from vegetable oil.
- Fuel cost were roughly 3x the cost of Marine Gas Oil, which is the ship's typical fuel
- The cost of carbon reduction was about \$1,000 per metric ton of CO<sub>2</sub> equivalent (MTCO<sub>2</sub>e) avoided, compared to \$120 for/MTCO<sub>2</sub>e for similar biofuels in the European Union where incentives are available.

## Key Findings:

- Marine biofuels can be safely used on cruise ships in Seattle but scaling use remains a challenge for the following reasons:
- Lack of consistent demand, high costs, limited infrastructure and vessel compatibility, as well as inconsistent carbon certification pathways, and no U.S. fuel incentives.



**Biofuel bunkering looks identical to conventional fuel bunkering**

# STAR PRINCESS: SEATTLE'S FIRST LNG SHIP

- **LNG = Liquefied Natural Gas**, an alternative maritime fuel for ships
- First cruise ship in Seattle to use and fuel-up on LNG
- First call 5/3, last call 9/20: 21 Sunday calls over 2026 cruise season
- Will fuel LNG via a bunker ship by Seaspan Energy: LNG from FortisBC in Canada
- LNG bunkering is new to Seattle but not new in U.S., Canada, or globally
- Extensive planning: Risk assessments and mitigation plans; Coast Guard, first responder, industry, Tribal, regulator engagement; crew, responder, ship pilot training
- Fueling plan requires USCG “letter of no objection”, Seattle Fire Department Approval



**Star Princess**

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

# ABOUT LNG



Fossil LNG is not a climate solution but can provide significant air quality benefits above conventional maritime fuel.



Fossil LNG is commercially available, but alone, will not achieve Port or regional climate goals over the long-term.



The Port does not plan to invest in LNG infrastructure. We will engage and support cruise lines and regulators to ensure safe, environmentally compliant operations.



Renewable Natural Gas (RNG) is a non-fossil alternative that could be a longer-term climate solution. RNG is not commercially available at scale globally.



The Port does not regulate fuels that ships bunker in port but strongly encourages ships to use low and zero emissions fuels.

# FINAL UPDATES: A BUSY SEASON AHEAD



New Terminal 91 Operator Selected for 2026: Pacific Cruise Ship Terminals



FIFA Men's World Cup: 5 of 6 match-days are cruise days; 1 match day has a ship at Pier 66; 47 calls during World Cup period in Seattle



Over **\$1.2 billion** in economic impact expected  
**2 million** revenue passengers  
over **5,000 jobs** for the region



# THANK YOU

