

To: Monte Crowley <mcrowley@pspilots.org>
Subject: RE: 23K TEU CALL SEATTLE STUDY - CONFIDENTIAL

Hello Monte.

Just checking to see if we have any feedback yet from Capt Ivan or fellow pilots?

Thanks
Lee



Lee Tyler
Director, Marine and Terminal Operations
Pacific Northwest
Mobile: 1 (602) 694-2931
2400 11th Avenue SW
Seattle, WA 98134
Business website: www.cma-cgm.com
Group website: www.cmacgm-group.com

From: TYLER Lee
Sent: Monday, March 13, 2023 5:37 PM
To: Monte Crowley <mcrowley@pspilots.org>
Subject: RE: 23K TEU CALL SEATTLE STUDY - CONFIDENTIAL

Hi Monte.

Implementation – Would envision no sooner than 6 months out if this even happens. These vessels are currently deployed on ASIA-EU network but new tonnage will be coming online meaning redeployment of existing fleet.

Berth 1 @ T18 wouldn't be a problem either.

Thanks
Lee



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From: Monte Crowley <mcrowley@pspilots.org>
Sent: Monday, March 13, 2023 4:09 PM
To: TYLER Lee <usa.tyler@usa.cma-cgm.com>
Subject: RE: 23K TEU CALL SEATTLE STUDY - CONFIDENTIAL

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Hi Lee,

We are doing good here & family is well. Hope all is going well with you & your family.

I have passed this along and have a couple follow up questions:

Any best guess on implementation date or potential first call?

Is P18 Berth 1 a possibility for berthing? This was discussed with CMA CGM Ben Franklin study due to shortest time/distance in waterway.

Appreciate your feedback and will touch base soon.

Thanks,
Monte

From: TYLER Lee <usa.tyler@usa.cma-cgm.com>
Sent: Monday, March 13, 2023 12:18 PM
To: Monte Crowley <mcrowley@pspilots.org>
Subject: 23K TEU CALL SEATTLE STUDY - CONFIDENTIAL

Hello Monte.

Hope you and family are doing well Sir

We are once again studying the potential of changing our vessels on existing services or adding loops into the PNW Market.. Can you confirm with Ivan if there are any concerns with handling the attached class of vessel, This would be a 23K teu vessel.

Here are the specs of one of them.

PRINCIPAL PARTICULARS

LENGTH O.A.	abt. 399.20 m
LENGTH B.P.	381.40 m
BREADTH MLD.	54.00 m
DEPTH MLD.	30.20 m
DESIGN DRAFT MLD.	14.50 m
SCANTLING DRAFT MLD.	16.00 m
AIR DRAFT WITH/WITHOUT TILTING MAST (ABOVE BASELINE)	abt. 73.36 / 70.06 m
SERVICE SPEED (NCR, 15% SEA MARGIN)	22.2 knots
DEADWEIGHT @ SCANTLING DRAFT	abt. 184,340 t
MAIN ENGINE TYPE	MAN B&W 11S90ME-C9.2-Tier II
MAXIMUM CONTINUOUS RATING (MCR)	63,910kW x 84.0 RPM
NORMAL CONTINUOUS RATING (NCR, 85% MCR)	67,510kW x 81.1 RPM

NORMAL CONTINUOUS NATURAL (MOR. 20% MOR)	
CLASSIFICATION: Bureau Veritas (BV)	
* HULL, * MACH Container Ship, Unrestricted Navigation, VERISTAR-HULL	
(DFL25), WHISP2, * AUT-LMS, MON-SHAFT, INWATER-SURVEY, SYS-REQ-1,	
CPS(WBT), CLEANSHIP(3), AUT-PORT, LASHING, ALP, SDS, FOR3	
COMPLEMENT	40 + 7 Persons

Understand there will be draft constraints. T18 has informed us they would require this type of vessel to go into Berth 3 and likely not occupy berth 4 due to LOA. I also wonder any constraints in terms of width as the terminal shares a waterway with T30 and other entities.

I would like to get feedback or comments/concerns if any

Thanks
Lee



Lee Tyler
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From: TYLER Lee <usa.tyler@usa.cma-cgm.com>
Sent: Wednesday, November 9, 2022 8:37 PM
To: Monte Crowley <mcrowley@pspilots.org>
Subject: Re: 16K TEU CALL SEATTLE STUDY - CONFIDENTIAL

Hi Monte

Thanks for sending this over so quickly. Hope to see some movement on it.

Thanks
Lee

Sent from [Outlook for iOS](#)

From: Monte Crowley <mcrowley@pspilots.org>
Sent: Wednesday, November 9, 2022 4:51:33 PM
To: TYLER Lee <usa.tyler@usa.cma-cgm.com>
Subject: Fwd: 16K TEU CALL SEATTLE STUDY - CONFIDENTIAL

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Lee,
See below responses from President Carlson.
Thanks,
Monte

Begin forwarded message:

From: Ivan Carlson - President <president@pspilots.org>
Date: November 9, 2022 at 16:42:40 PST
To: Monte Crowley <mcrowley@pspilots.org>
Cc: Dispatch <dispatch@pspilots.org>
Subject: RE: 16K TEU CALL SEATTLE STUDY - CONFIDENTIAL

Please see my responses in red.

Kind Regards,

President Ivan Carlson Jr.

**Puget Sound Pilots
2003 Western Ave, Suite 200
Seattle, WA 98121
Cell: 360-421-0583
Office: 206-518-5444**

From: Monte Crowley <mcrowley@pspilots.org>
Sent: Wednesday, November 9, 2022 4:19 PM
To: Ivan Carlson - President <president@pspilots.org>
Cc: Dispatch <dispatch@pspilots.org>
Subject: Fwd: 16K TEU CALL SEATTLE STUDY - CONFIDENTIAL

Good afternoon Ivan,

See below questions and comments from Mr. Lee Tyler / CMA-CGM. Sounds like new service with some 16k vessels may happen.

Can you help address his questions/concerns?

Thanks,
Monte

Begin forwarded message:

From: TYLER Lee <usa.tyler@usa.cma-cgm.com>
Date: November 9, 2022 at 15:34:25 PST
To: Monte Crowley <mcrowley@pspilots.org>
Subject: FW: 16K TEU CALL SEATTLE STUDY - CONFIDENTIAL

Hello Monte

Hope you are doing well in your new life, I am glad you are not too far away !!

I have some follow up items on this subject as there seems to be some traction regarding the service coming to Seattle.

1. Weather is a key element with a ship this size. Wind speed and direction may require a 2nd T5 tug, and an additional pilot for the waterway portion. Under certain circumstances, it may require the vessel to wait until the wind abates. – What would the Pilots consider winds to strong to safely transit a vessel of this size? This may be specific to large cargo or bulk vessels in general vs these stipulated 6k teu cellular ships **First, I want to be sure that it is clear that my statement below was referring to a 2nd T5 tug, in addition to two T8 tugs. A couple of factors are important to consider. 1. Loaded condition (sail area of vessel), 2 wind direction. If the wind direction is mostly out of the S (most common) wind speed up to 20kts max, though it maybe less depending on the sail area of the vessel and congestion in the waterway. If the wind is out of the N (less common) the max wind will be less. As we gain some experience with these vessels in this waterway, our tolerance level will most likely increase. PSP is interested in making this work, but must make sure any transit is safe.**
2. Cranes down on both sides of the waterway, and across from each other, is most likely a no go. This does not occur very often however.- We could maybe control this by having the vessel arrive in windows that would ultimately put the vessel into the harbor around 03:00 (Hoot) to avoid the crane boomed down potential but would night time Sound navigation be a non-preferred option for the Pilots? **That is a good solution, though may not always be required.**

Ultimately we just want to ensure we have all basis covered with this. If it ends up being a go we want to ensure all stakeholders are happy and have all the info they need.

Thanks – Speak Soon
Lee



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From: TYLER Lee

Sent: Tuesday, November 1, 2022 8:51 AM

To: Stephanie Terriquez <STerriquez@nortonlilly.com>

Subject: RE: 16K TEU CALL SEATTLE STUDY - CONFIDENTIAL

Perfect- Very comprehensive.

If this ends up being a go, I will let you know

Thanks



Lee Tyler
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From: Stephanie Terriquez <STerriquez@nortonlilly.com>
Sent: Tuesday, November 1, 2022 8:30 AM
To: TYLER Lee <usa.tyler@usa.cma-cgm.com>
Subject: FW: 16K TEU CALL SEATTLE STUDY - CONFIDENTIAL

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Buenas,

There you go Sir
See below below

Kind Regards,

Stephanie Terriquez | Operations Coordinator – Puget Sound

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E-Mail | sea-ops@nortonlilly.com

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5506 6th Avenue South
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(As Agents Only)



From: Monte Crowley <mcrowley@pspilots.org>
Sent: Tuesday, November 1, 2022 7:22 AM
To: Stephanie Terriquez <STerriquez@nortonlilly.com>
Cc: Dispatch <dispatch@pspilots.org>
Subject: FW: 16K TEU CALL SEATTLE STUDY - CONFIDENTIAL

Good morning Stephanie,

See below re: 16K TEU Vessel comments/requirements from President Carlson.

Thanks,
Monte

From: Ivan Carlson - President <president@pspilots.org>
Sent: Tuesday, November 1, 2022 7:10 AM
To: Monte Crowley <mcrowley@pspilots.org>
Cc: Dispatch <dispatch@pspilots.org>
Subject: RE: 16K TEU CALL SEATTLE STUDY - CONFIDENTIAL

Puget Sound Pilots can accommodate class of vessel. There are some requirements that must be met however:

1. A suitable tug package, at a minimum, is 2 T8 and 1 T5 assist tugs. If the bow thruster is not operating at 100% of it's listed capability, a 2nd T5 tug may be required.
2. Weather is a key element with a ship this size. Wind speed and direction may require a 2nd T5 tug, and an additional pilot for the waterway portion. Under certain circumstances, it may require the vessel to wait until the wind abates.
3. Cranes down on both sides of the waterway, and across from each other, is most likely a no go. This does not occur very often however.

Below are the guidelines that have an effective date of November 14th.

"Transit of vessels greater than 175,000 GT shall be discussed with the President of Puget Sound Pilots well in advance of arrival. PSP will determine the appropriate tug package and any transit conditions/restrictions based on the vessel and **anticipated port conditions at the time**".

Kind Regards,

President Ivan Carlson Jr.

Puget Sound Pilots
2003 Western Ave, Suite 200
Seattle, WA 98121
Cell: 360-421-0583
Office: 206-518-5444

From: Monte Crowley <mcrowley@pspilots.org>
Sent: Thursday, October 27, 2022 12:30 PM
To: Ivan Carlson - President <president@pspilots.org>
Cc: Dispatch <dispatch@pspilots.org>

Subject: FW: 16K TEU CALL SEATTLE STUDY - CONFIDENTIAL

Eric & Ivan,

Please see request below for review of potential 16K+ TEU CMA CGM class vessels calling Seattle, 1300' x 176' & 176k+ GT.

Also, the tug package that would be required.

Thanks,
Monte

From: Stephanie Terriquez <STerriquez@nortonlilly.com>

Sent: Thursday, October 27, 2022 12:12 PM

To: Dispatch <dispatch@pspilots.org>

Subject: FW: 16K TEU CALL SEATTLE STUDY - CONFIDENTIAL

Hey Guys,

When you get a chance can you look at this email from Lee please (CMA head dude)

Kind Regards,

Stephanie Terriquez | Operations Coordinator – Puget Sound

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Seattle, WA 98108

(As Agents Only)



From: TYLER Lee - SEA <usa.tyler@usa.cma-cgm.com>
Sent: Thursday, October 27, 2022 11:55 AM
To: Stephanie Terriquez <STerriquez@nortonlilly.com>
Cc: NLI/SEA - Lon Cain <lcain@nortonlilly.com>
Subject: 16K TEU CALL SEATTLE STUDY - CONFIDENTIAL

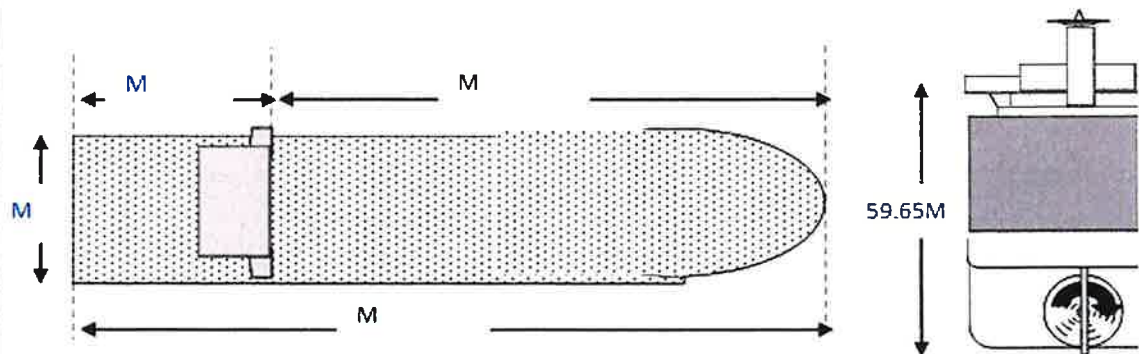
Hello Stephanie

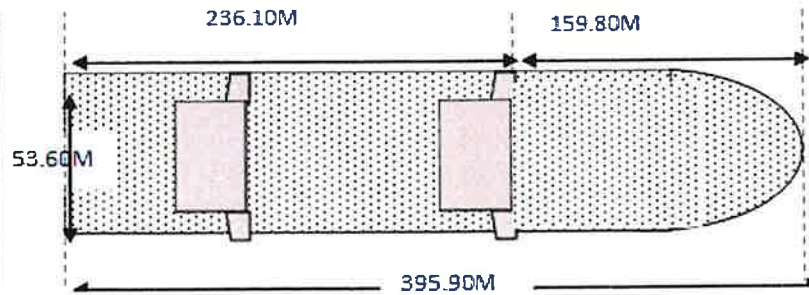
We are studying the potential of adding a service into Seattle. Some of the vessels within this service are over 16k teu in class. Can you confirm with the Pilots if there are any concerns with handling this class of vessel.

Here are the specs of one of the 16K's – Approximately 30m longer and 3m wider than the 15K LNG class we recently handled.

Understand there will be draft constraints. I have communicated that up the chain as don't want to see another vessel close to 15m trying to come in as we did with the CC Gemini, But as this isn't a routine class of ship the pilots handle here. I would like to get there feedback or comments/concerns if any

<i>M/V:</i>	CMA CGM JULES VERNE	<i>Call sign:</i>	
<i>IMO No.:</i>	9454450	<i>MMSI:</i>	22
<i>Year built:</i>	2013		
<i>Displacement: (MT)</i>	241380	<i>Deadweight: (MT)</i>	:
<i>Gross Tonnage: (UMS)</i>	176435	<i>Net Tonnage: (UMS)</i>	:
<i>Summer draft: (M)</i>	16.00	<i>Containers capacity: (TEUs)</i>	
<i>Length OA: (M)</i>	396.00	<i>Breadth: (M)</i>	
<i>Water Draught aft:</i>	<i>FW:</i> meters	<i>Water Draught fwd.:</i>	<i>FW:</i>
	<i>SW:</i> meters		<i>SW:</i>
	<i>FW:</i> Feet		<i>FW:</i>
	<i>SW:</i> Feet		<i>SW:</i>
<i>Air draft:</i>	Meters Feet	<i>Side windage area (m²):</i>	





***TRANSVERSE WIND CALCULATION**

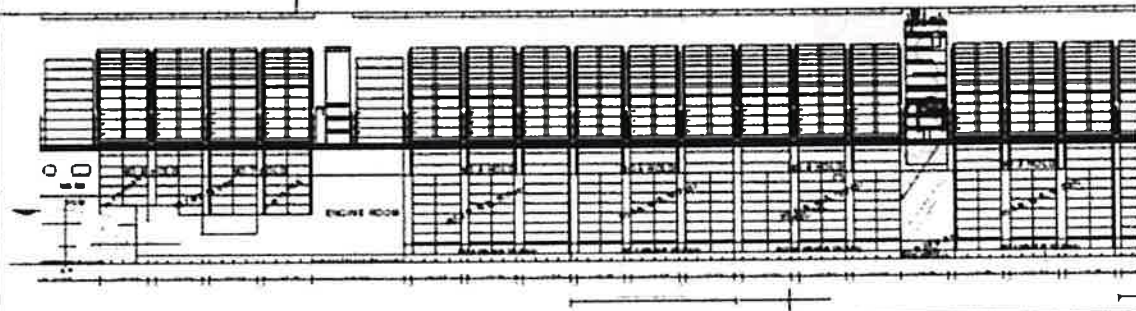
20 kts :
25 kts :
30 kts :
 $f_x = [(Wind\ m/s)^2 / 18] \times [Sidewind]$



CMA CGM NEWBUILDING 16,000 Te

DSME Hulls 4161-4163

Delivery: Nov 2012, April 2013



MAIN PARTICULARS

Length over all	396.0 m
Length between perp	378.4 m
Breadth	53.6 m
Depth to main deck	29.90 m
Draught, design	14.0 m
Draught, scantling	16.00 m
Air draft (after tilting)	67.00 m
Deadweight on Td	150,512 Ton
Deadweight on Ts	187,546 Ton
Lightship weight	53,834 Ton
Service Speed	24.1 knots
(16.00m draught, 90% MCR, 15% power margin)	
SWB:1	1,000,292 t.m

CLASS : BV

I, *Hull, *Mach Container Ship, WhiSp2, Unrestricted Navigation, *Veristar hull (25 years) *AUT-UMS, *AUT-PORT, *ALP, MON-SHAFT, CLEANSHIP, GREEN PASSPORT, SDS, FORS-NS, LASHING, BWT, BWE, IN WATER SURVEY

TANK CAPACITIES

Heavy fuel oil	14,930 m ³
Marine diesel oil	660 m ³
Lubricating oil	524 m ³
Fresh water	500 m ³
Ballast water	49,556 m ³

MAIN ENGINE

Doosan Wartsila 14 RT Flex 96 C (LLTun)
MCR 108,920 BHP (80,080 kW) /
HFO spec (ME/Aux Eng /Boiler) 700/70

Fixed-pitch propeller 6 Blad
Bow thruster 2 x 1.8

FUEL OIL CONSUMPTION OF MAIN E

(L.C.V=10,200kcal/kg)
D.F.O.C at NCR (at contract speed) 288.5
Cruising range approx 25.00

POWER SUPPLY

Diesel Generators 2 x 3,300 + 2 x 3,8
Emergency Generator 1 x 550

CARGO HATCH COVER

Type : Steel pontoon type
Stack weight 90MT/20ft & 140MT/40ft
Panel weight : Max 43.5 tons of each pane
(excluding container loose fit)

COMPLEMENT

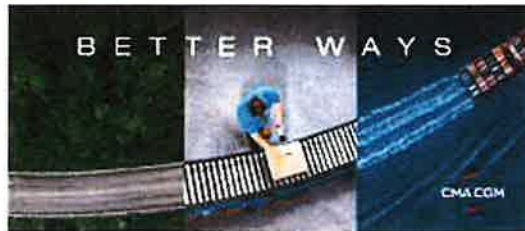
Crew of 35p + 5 passengers + 7 Suez crew

Thanks. Hope you are keeping well

Lee



Lee Tyler
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