

Michael Haglund

From: Ivan Carlson - President <president@pspilots.org>
Sent: Tuesday, June 28, 2022 6:17 PM
To: Michael Haglund
Subject: FW: MSC RENEE - PUGET SOUND PILOTS - ON NOTICE

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: Ivan Carlson - President
Sent: Friday, May 6, 2022 7:17 AM
To: matthew.harris@msc.com
Cc: christopher.parvin@msc.com; stanley.kwiaton@msc.com; US038-OnNotice@msc.com; Charles Costanzo <ccostanzo@pspilots.org>; Michael Haglund <mhaglund@hk-law.com>
Subject: RE: MSC RENEE - PUGET SOUND PILOTS - ON NOTICE

Matthew -

We appreciate the notice. Puget Sound Pilots will not accept any liability for costs associated with the delay of the MSC RENEE on Friday April 29. We were clear and consistent in written and spoken communications that the least depth at T5 could not safely be characterized as any greater than the 46' cited figure. The 46' figure was cited on numerous occasions including in direct exchanges between representatives from MSC, PSP, and NWSA. The pilot aboard the MSC RENEE was correct in raising doubts about an alleged 50' depth alongside T5. Neither NWSA nor PSP could reliably confirm a 50' depth.

When you say "it was verbally confirmed that there is 50' depth alongside at T5 at MLW..." it's not clear when this confirmation was provided or by whom. The afternoon of Friday April 29th, PSP received updated information from Lou Paulsen at NWSA that indicated a depth greater than 46' but this updated information was not available at the time the vessel Master opted to return to sea. On the April 29 date, PSP relied on and provided information to MSC that did not affirmatively support any depth greater than 46'. Our correspondence with MSC supports our contention and can find nothing in our records that indicates we confirmed a 50' depth.

Further, PSP had not made the determination that a depth of 50' alongside was acceptable until Monday May 2nd, when PSP analyzed the Toe-Wall information that was provided to them at 1540 on April 29th.

Please feel free to give me a call if you would like us to forward our previous email correspondence to you, or if you would like to discuss further.

Kind Regards,

President Ivan Carlson Jr.

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2003 Western Ave, Suite 200
Seattle, WA 98121
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From: matthew.harris@msc.com <matthew.harris@msc.com>
Sent: Tuesday, May 3, 2022 3:04 PM
To: Ivan Carlson - President <president@pspilots.org>
Cc: christopher.parvin@msc.com; stanley.kwiaton@msc.com; US038-OnNotice@msc.com
Subject: MSC RENEE - PUGET SOUND PILOTS - ON NOTICE

MSC (USA) hereby places Puget Sound Pilots On Notice for any and all costs associated with the delay in berthing of the MSC RENEE on Friday, April 29th, 2022.

Pilot on board vessel for inbound transit gave Captain doubts in the actual depth alongside at SSA Terminal 5 leading to Captain feeling unsafe in berthing. It was verbally confirmed that there is 50' depth alongside at T5 at MLW, however, Pilot on board gave Captain doubts by stating that depth was 46' instead.

This lead to vessel diverting to anchorage and missing the 3 gangs ordered for 0800 that morning.

Costs incurred include but are not limited to: 3 gangs standing by for 8 hours = 24 hours of gangs standby, cancellation of Tugs and Lines, pilot re-ordering and launches to anchorage, and finally delay of vessel .5 days.

Best regards,

Matthew Harris
Marine Operations Manager | Seattle & Portland

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As agent for MSC Mediterranean Shipping Company S.A., Geneva



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