EXH. IC-21
DOCKET TP-250574
2025 PSP GENERAL RATE CASE
WITNESS: CAPTAIN IVAN CARLSON

BEFORE THE
WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION, **Complainant,** **v.** **PUGET SOUND PILOTS,** **Respondent.**	**Docket TP-250574**

FIFTH EXHIBIT (NONCONFIDENTIAL) TO THE PREFILED REBUTTAL TESTIMONY OF

CAPTAIN IVAN CARLSON

ON BEHALF OF PUGET SOUND PILOTS

FEBRUARY 2, 2026

MEETING MINUTES
STATE OF WASHINGTON ~ BOARD OF PILOTAGE COMMISSIONERS
August 15, 2024

REGULAR MEETING – Call to Order

The Regular Meeting of the Board of Pilotage Commissioners was called to order at 10:00 a.m. by Chair Sheri Tonn in the Commission Room of the Port of Grays Harbor, 111 S. Wooding St., Aberdeen, WA and online via Microsoft Teams. In her opening remarks, Chair Tonn thanked the Port of Grays Harbor for their hospitality in hosting the Board and the public.

Present in Grays Harbor:
Chair: Sheri Tonn
Vice Chair: Eleanor Kirtley (Marine Environment)
Commissioners: Sandy Bendixen (Pilot), Timothy J. Farrell (Public), Mike Anthony (Pilot), Jason Hamilton (Public), Andrew Drennen (U.S. Shipping), Nhi Irwin (Ecology)
Administration: Jaimie Bever, Bettina Maki, Jolene Hamel
Port of Grays Harbor: Mike Folkers, Ryan Leo
Puget Sound Pilots: Ivan Carlson, Severin Knutsen, John Scragg
Pacific Merchant Shipping Association: Mike Moore
Public: Gary Nelson

Present via Teams:
Commissioners: Richard Firth (Foreign Shipping)
BPC Assistant Attorney General: Albert Wang
Pacific Merchant Shipping Association: Jordan Royer
The Northwest Seaport Alliance: Lindsay Wolpa
Public: Ann LaRue, Ryan Campbell, Darius Rogers, Jake Spink
Puget Sound Pilots: Eric Klapperich, Peter Mann, Matt Cassee, Robert Ekelmann, Joe Semler, Nick Moore, Ken Grieser, Adam Seamans
USCG: Kira Moody, Genaro Villegas
Northwest Marine Trade Association: Jay Jennings

BPC Staff Report.

- BPC Executive Director Jaimie Bever echoed Chair Tonn's thanks to the Port of Grays Harbor and asked all in the room to be sure to project loudly for those on Teams.
- Jaimie also congratulated Jolene Hamel, Training Program Manager, on her upcoming 7-year anniversary with the BPC on September 1.
- Finally, she acknowledged that the BPC Pilotage Quarterly newsletter will be released prior to the next Board meeting.

BPC Chair Report.

- BPC Chair Sheri Tonn informed that both she and Executive Director Bever attended the UTC Pilotage Tariff Workshop last month on July 22.

Activity Reports. Mike Folkers representing the Port of Grays Harbor (PGH), Kira Moody and Genaro Villegas representing the United States Coast Guard (USCG), Ivan Carlson representing Puget Sound Pilots (PSP), Mike Moore 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.

BPC Data Analyst Bettina Maki shared the pilotage activity dashboard and was available for questions.

PSP President Captain Ivan Carlson reported that last night he and Vice President Captain Eric Klapperich met with the president and vice president of B.C. Coast Pilots, who were sent to meet with PSP by Westridge Terminal, the new pipeline terminal in British Columbia, Canada. They were asking if PSP would resume cross-border traffic as they are anticipating about 70 additional arrivals per year southbound, which would mean over 200 additional assignments for PSP. Westridge and B.C. Coast Pilots, as well as PSP believe the safest route would be north of Patos Island. Captain Carlson reported that he had also received notice of a possible return of vessel traffic at Pierce County Terminal in November which is a 2-pilot job (2 in 2 out). That could also mean an additional 200 assignments per year for PSP.

B.C. Coast Pilots President Captain Jake Spink joined the meeting virtually to speak about the additional anticipated trips. Commissioner Bendixen inquired about the length of those anticipated trips from Westridge to which Captain Carlson replied 30-33 hours, which includes call time, travel to B.C., southbound transit while riding from Canada, the actual piloting, and then the required 10 hours rest. He added the current longest assignments are around 19 hours, 9 for assignment time and 10 hours rest.

Commissioner Drennen inquired if the anticipated 70 arrivals were under firm contract to which Captain Spink replied that it was an estimate based on conversations with TMX. Commissioner Drennen responded that it was early to make arrangements based on estimates and that it was an emerging market. He thought the number seemed high. Commissioner Hamilton asked about the timing of the possible increase. Captain Spink replied that it was already happening. Captain Carlson added that the increase started in May but has not yet to ramped up to full operation.

NEW BUSINESS

Chair Tonn advised that to accommodate the BPC Assistant Attorney General's Albert Wang's schedule, that the agenda would be reorganized.

Meeting Minutes.

Motion: Kirtley/Hamilton – approve the July 18, 2024, revised Meeting Minutes as written after clarifying one line that helps to accurately reflect the conversation – Carried, with one abstention from Commissioner Farrell.

Discussion Concerning Setting the Number of Pilots in the Puget Sound Pilotage District as Provided in WAC 363-116-065. Chair Tonn introduced the number of pilots topic by providing an overview of the process to date. She explained that at the April 12 BPC meeting PSP, via then Executive Director Charlie Costanzo, submitted a letter to the BPC requesting the Board address the number of pilots and establish a Target Assignment Level (TAL). That request resulted in 2 motions at the meeting – to recognize receipt of letter and to assign the workload for TAL to the Pilot Safety Committee (PSC). Both motions passed. In May, the Board adopted and provided instructions to stakeholders on the process. It included a schedule, which has been met at every step along the way. Chair Tonn then read the parameters outlined in the instructions. The minutes from the 4 PSC meetings regarding the development of the TAL recommendation were provided to the Board at the June meeting where the PSC recommended an on-watch TAL of 123, which was adopted by the Board.

Chair Tonn then asked BPC AAG Albert Wang to give a briefing on the Board's responsibility in setting the number of pilots. Albert gave a quick legal background for those experiencing the process for the first time. Per RCW 88.16.35, setting the number of pilots is within the discretion and expertise of the Board. The legislature recognizes that it is not an expert body, so they designate expertise to Boards and Commissions. Albert mentioned the list of considerations in WAC 363-116-065 for setting the number of pilots and pointed to the term "may" as opposed to "shall". Per Albert, the items on the list are discretionary factors, there to guide but not required. Regarding expertise, the judicial standard of review that applies to the BPC consideration is called arbitrary and capricious review, which is commonly used in situations like this where the legislature is utilizing a Board's expertise. Because of that, the court will be deferential and respect the Board's expertise, unless shown that the agency had no justification for its acts. It means that even if a court were to disagree with the agency's action on the number of pilots, the court would still have to uphold the Board's determination. He added that this situation is seen a lot in highly technical determinations. If the Board has a solid reason behind its decision, it is unlikely to be found to be arbitrary and capricious.

Chair Tonn thanked Albert and added that at the July BPC meeting, she said there would be time for parties of interest comment, public comment, and that BPC Staff would prepare a recommendation for consideration at the August meeting. BPC Program Analyst Bettina Maki has been involved in looking at all the numbers and reviewing exactly what was submitted in the proposals and rebuttals. She has summarized and commented as well as developed a recommendation. Chair Tonn added that she had reviewed the recommendation document as the process unfolded. She then invited Bettina to speak about the recommendation.

Bettina explained that the staff recommendation was to increase the authorized number pilots from 56 to 60, which she saw as a conservative recommendation. The recommendation document laid out the main points of the different submittals in a table, with comments from BPC staff point of view. One thing she

noticed that didn't come up until reviewing the submittals was that the BPC intention to limit callbacks to 5% was being interpreted as essentially increasing the TAL from 123 to 129. She thought it made more sense to think of the callback percentage as providing a range of assumptions for planning and forecasting. Instead of planning to max out the callback percentage to meet the assignment forecast, the suggestion was to utilize the whole range from 0% to 5% callbacks and aim for the middle of the range (2.5% callbacks) rather than the top of the range. An assumption of 5% callbacks is likely to result in greater than 5% callbacks. She included two tables at the end of the document to explain that. She addressed the 13 recommendations by PMSA as well. She said many were inconsistent with the TAL analysis. She did not agree that efficiency requires one assignment per on-watch pilot per day. She had stumbled on a method for analyzing work and efficiency that considers three categories: direct effort (e.g. bridge time), indirect effort (e.g. tugs, training, transportation, rest), and operational needs (e.g. Not Fit for Duty) to understand staffing needs. Many recommendations were about increasing data gathering. BPC staff believe they already receive enough data, which is then passed on to PMSA. It was noted that data gathering is labor intensive, and that BPC staff is not interested in increasing the burden of data gathering on PSP to identify a hypothetical inefficiency. Bettina then explained the two tables at the end of the recommendation document. Table 1 considered various annual assignment forecasts based on different assumptions. She included the two forecasts from the submittals and generated additional examples herself to show that assignment forecasts based on past data require use of best judgement. In the bottom half of Table 1 she converted the different assignment forecasts into different numbers of pilots using the range of 0-5% callbacks. On the last page, Table 2, she did the calculations in reverse starting with the number of pilots and working backwards to the number of assignments using the range of 0-5% callbacks. It made sense to her to aim for the middle of the range. Regarding retirements, Bettina noted there will be 20 mandatory retirements between 2025-2033. While the 70th birthdays will occur between 2025-2033 the retirements will likely happen sooner, since about 80% of pilots retire around age 65-68. The average career span is 18 years. Her final point was regarding the argument being made that despite recent increases in number of pilots, there is still a similar number of callbacks. She pointed out that the assignment level has coincidentally increased at the same time the number or licensed pilots has increased. To see a significant reduction of callbacks will require an increase beyond 56. PSP has significantly reduced delays, however.

Commissioner Bendixen added that is also takes additional time for training and upgrading to unlimited license level. Commissioner Drennen responded that retirement was more of a training issue than a number of pilots issue. He also thanked Bettina for her great work. Chair Tonn was concerned with the number of successful candidates from last exam and how quickly the BPC will need another exam. She added that it is a lot of work, especially for staff and pilots to complete the process. She was disappointed that it will have to be done again so soon.

Commissioner Bendixen reminded everyone that increasing the number of pilots isn't a 20-year commitment. She thought that 60 would be conservative, considering the estimated assignment increase mentioned earlier in the meeting. Commissioner Drennen was hesitant to react to the TMX projection. He asked about the asterisk in BPC's staff document regarding PMSA's recommended number of pilots. Bettina responded that the PMSA submittal recommended 57 pilots but did not include an NFFD factor – PMSA was under the impression that the TAL included a NFFD factor, but that was not correct. She understood why it might be confusing. During the PSC work they tried to get down to a common denominator that didn't include NFFD to determine the TAL for a pilot working an entire year, with the idea that for various reasons a different NFFD factor might be assumed when determining the number of pilots. Because of that Bettina corrected the PMSA suggestion, noting it should include an additional pilot to cover the NFFD. Commissioner Drennen suggested that she should have conferred with PMSA first to which she agreed. Commissioner Kirtley thanked Bettina for what she called a remarkable analysis. She added that she had served on PSC and that the TAL work was valid. The BPC staff recommendation report indicates that it is a simple calculation. They just needed the sensitivity analysis of vessel traffic, which Bettina has provided. Jolene commented that at the end of the day it was not a "for" or "against" industry or pilots. It is about the current trainees, the 2024 candidates, and everybody the BPC is trying to attract and maintain. She cautioned the Board to think about the message being sent to anyone thinking about becoming a Washington state pilot. She added that any other company would see the need and hire; but PSP can only do that through BPC setting the Number of Pilots and the Exam process.

PMSA Vice President Captain Mike Moore commented that he appreciated the work but took issue with some of it. He wanted to make clear that PMSA never recommended 177 for a TAL. He pointed out that if looking at the PSP watch schedule submitted to the UTC, it shows 26.7 pilots scheduled for watch every day. This would be 20% more than number of assignments per day. He wondered why there was a pilot shortage issue. Were there that many spike days causing a stress to create shortages? Or were other things going on? He wondered how many delays callbacks caused by each task. Regarding Albert's comments about the Pilotage Act, he responded that the RCW uses the word "shall", while the WAC uses "may". He added that the RCW trumps the WAC. Safety was the top priority for everyone, but it did not mean skipping over the concepts of optimization or efficiency. PMSA's view wasn't that PSP was trying to be inefficient. He stated that they recognize the steps PSP has taken. Nor are they saying that PSP is conducting purposeful and willful attempts at being inefficient. He was curious how Bettina characterized PMSA's recommendations as inconsistent with Pilotage Act. With respect to optimization, he suggested it was an impossible target to hit, PMSA understands that, but if an organization was not dedicated to increasing efficiency, then they were missing something. Regarding Jolene's comment, Captain Moore added that while he was in the USCG, they had to look at efficiency all the time and that they had to find ways to do it. He urged the Board to please pay attention to those parts of the RCW and WAC, and to incentivize the pilots to pay attention to those parts. PMSA would appreciate a response back from the BPC regarding the efficiency recommendations adding that they never got a reply, whether they were relevant or not. He wondered, what was the point of PMSA taking the time to provide those recommendations if they were not relevant or helpful? Since the on-watch scheduled pilots exceeded demand by more than 20%, he urged the Board to go slow today and audit what exactly was causing comp days and callbacks. Regarding comp days, were there management things that could be done? Was it a cruise ship season issue? Could Fridays be a better transition day? Regarding unnecessary data collection, he suggested perhaps a smaller snapshot audit with a 5-year average. He added that if the trailing 12 were applied to past 5 years, number would have gone down to 46. But a multiyear average was steadier. He mentioned the 2014 & 2015 PSP requests for less pilots and more pilots within a few months of each other. He suggested that not everything could be attributed to rest rule changes and to consider doing a macro analysis, urging the BPC to dive into efficiency with a possible audit. PMSA's research suggested the retention age was going up. With respect to their letter and rebuttal, PMSA would appreciate the decision be incremental with a commitment to look at the suggestions and determine whether those comments are helpful in the future. PMSA will continue to provide service announcements, as they are not recommending reviewing the number every 12 months. He suggested a trigger based on data and trends as opposed to a timeframe to help focus the effort. Chair Tonn asked if Captain Moore had read the responses provided by staff to the suggestions. He had not and she urged him to do so.

Commissioner Hamilton wondered about the triggers to the 2014/2015 number of pilots change. Captain Moore responded that PSP's previous Executive Director Walt Tabler had called and asked, as it would be more in line with their wishes for compensation. They all looked at the numbers and PMSA agreed. Multiple parties agreed to make a joint recommendation. Chair Tonn remembered being on the Board for the second decision. Sheri recalled that at the time there was a vacant position at PSP, during the reduction vote. Captain Carlson added some insight into the reduction in 2014/2015. There had been a longshoreman strike in Nov 2014, and assignments were down.

Captain Carlson reminded that Board that the TAL has been set at 123. The recommendation for the TAL was established by the PSC by a unanimous vote except for PMSA. The PSC had reviewed extensive data, including information about PSP's efficiency measures, and everything was addressed. Most of the number of pilots determination is wrapped up in the TAL analysis. What was left was to determine the number of pilots based on the 123 TAL and an annual assignment forecast. He disputed PMSA's forecast, which included data going back 7 years. He didn't believe that was an appropriate inclusion. Chair Tonn agreed that that everyone was buried in data.

Commissioner Bendixen reminded everyone that this is a safety issue. Pilots are not flippantly taking comp days. She added that there are 15+ pilots in the upgrade window currently, some who have to take comp days to do those upgrades. Commissioner Drennen commented that he was aware that comp days were legitimate, but that it created the self-eating loop. Commissioner Bendixen argued that if the number of pilots is increased, the comp days will go down. PSP's activity reports reflect that. But,

according to Commissioner Drennen, the numbers balance out over time, and it had been noted previously that the Board would not staff to peaks.

Commissioner Farrell had two points. First, he disagreed with Commissioner Bendixen's description of how much time is required for an upgrade trip and felt there was double counting. There was some dispute about this conclusion amongst the commissioners. Second, he stated much of the discussion was entirely speculative about what was going to happen. PSP just got to 56 licenses. He suggested the process is ill-timed and that there isn't enough data to see what a complement of 56 will mean for the efficiency and safety of the pilotage system. He suggested the process be delayed until the data was available.

At this point, Chair Tonn called a break to be followed with more discussion. Prior to the break, BPC AAG Albert Wang responded to PMSA's comments. He agreed that the RCW and WAC do contain a mandatory duty regarding safety, efficiency, etc. And that the WAC contains additional items. The reason he had brought it up was that there was a suggestion in the PMSA submittal that the Board was to take them into account and failure to do so would be "arbitrary and capricious". He did not agree with that for reasons described at the beginning of this topic. The RCW and WAC were designed to give the Board the maximum latitude at its discretion for safety and efficiency, etc.

After the break, Chair Tonn asked for public comment. Port of Grays Harbor Pilot and BPC PSC, TEC, and Exam Committee member Captain Ryan Leo, noticed that the discussion focused around the TAL, and as a member of PSC and someone not invested in the outcome, he wanted to speak to the PSC process. The PSC had four additional meetings for the TAL discussion in addition to their regular meetings. The group reviewed large amounts of data, had in depth discussions about inefficiencies static and dynamic, ship delays, COVID and whether to include it, road projects in Seattle regarding travel time, looked at TALs of Columbia River Pilots (106) and BC Coast Pilots (110) who have similar assignment times. He believed the recommendation was fair, safe, and on par with other groups. As an Exam Committee member, he suggested it was good to keep a workload on par with other districts. He also added that the analysis was in depth and exhaustive. He believed everyone did a great job and he learned a lot. He was fully confident in the TAL of 123.

PSP Pilot and PSC Co-Chair Captain John Scragg seconded Captain Leo's comments. Captain Scragg commended the Board on the comprehensive process. He and Commissioner Drennen, PSC Co-Chair, wanted something less contentious in the future and believed this was moving in the right direction. He appreciated the Board putting safety first as it is PSP's top priority. Captain Moore, regarding the TAL recommendation of 123, added that the committee had discussions regarding the number, and that they were around a range of 122-128. BPC Executive Director Jaimie Bever reiterated that range discussion and PMSA's approval of the range. Executive Director Bever asked Captain Moore if he concurred with the recommendation agreed upon at the PSC. He replied that there needed to be a commitment for continuous improvement on efficiency measures. That was the basis and approach for the recommendations in PMSA's submittal.

After public comment was heard, Chair Tonn asked for any motions.
Motion: Kirtley/Hamilton – adopt the staff recommendation level of licenses at 60.
Regarding the proposed motion, Commissioner Farrell said that his preference was to hold the process until there was more data about 56 pilots. He added that he would not vote in favor of 60. Commissioner Firth commented that he agreed with Commissioner Farrell regarding not having enough data on 56 and suggested choosing a different time in the future for the process. He added that both proposals were compelling; one a long-term forecast and one a on short-term forecast. He tended to lean toward long-term data.
Amended Motion: Drennen/Firth – set the number of licenses in Puget Sound to 58 with a commitment to review in a year with day-to-day data – Failed with 3 in favor and 6 opposed.
Commissioner Anthony said that he would support 60 because staff did a great job with data. Commissioner Drennen agreed adding that what was missing was a little data on the day-to-day activities. Commissioner Farrell inquired with Commissioner Drennen regarding his support for 58. Commissioner Drennen responded that he was going back to the comp day numbers and how they were being burned. If there were two pilots added, they could cover most of the difference between the two. Commissioner Bendixen commented that the TAL was set at 123 and that all the needed discussion happened during that process. She had no good reason not to support the recommendation from a non-

biased data analysist from staff. She added that Bettina had said at multiple times that when she looks at the data it appeared to her that pilots were doing what they are supposed to be doing. She reminded everyone that it takes 7 years to get someone ready to replace an unlimited pilot, there was one person currently in the graduate program, and they are calling 7 pilots back tomorrow due to pilot shortages. She didn't have a good reason to support anything less or more than 60. Commissioner Kirtley flagged continued efforts at the PSC for additional efficiencies and safeguards. Chair Tonn found the number of mandatory retirements to be a very compelling number. It would be relatively easy to adjust the number if need be and it will take a while to get to the decided-upon number. She added that the BPC was dealing with a lot of variables that can't necessarily be controlled based on when people may choose to retire or come in to train or go to other districts. The current list was too thin. Commissioner Bendixen added that there was no incentive to take the exam if there was not a spot available, which lowers the ability to attract. The motion on the table was to amend the main motion from 60 to 58 with another look in 12 months including a sample of daily data regarding pilot availability.
Main Motion Amendment: Kirtley/Hamilton – direct the PSC to investigate comp day usage potentially developing safeguards and guidelines – Carried with 8 in favor and 1opposed.
Main Motion Final: Kirtley/Hamilton – adopt BPC staff recommendation of licenses at 60 and direct the PSC to investigate comp day usage potentially developing safeguards and guidelines – Carried with 7 in favor and 2 opposed.

Chair Tonn thanked everyone, especially Bettina, PSP, and PMSA for all the work. Documentation will be compiled and stored in one place on the BPC website. She had talked about efficiency analysis with Bettina, and they will report back with some of those discussions, including looking at three categories of work: direct, indirect, operational – she noted this was based on a laboratory staffing process, which has some surprising similarities to the way shipping works.

Pilot's Report of Incident: *CAPE INTREPID 7/23/2024*
On July 23, 2024, during a dead ship maneuver involving *CAPE INTREPID* and *CAPE ISLAND,* a gangway was damaged due to lack of available crew to retract it per the pilot's request. Commissioner Anthony presented a Preliminary Incident Report. Chair Tonn thanked Commissioner Anthony for his work on the investigation. While reviewing, Commissioner Bendixen stated that PSP has directed their Safe Practices Committee to review the guidelines regarding dead ship maneuvers. She mentioned that there was a great article written by the past APA president on jurisdiction that she will send out to the Board.
Motion: Bendixen/Anthony – File as an incident and follow the recommendations reported for reviewing guidance for dead ship maneuvers – Carried.

Pilot's Report of Marine Safety Occurrence: *F/V MADNESS (CARNIVAL LUMINOSA),* 07/18/2024

Seattle, underway on approach to Pier 91	VTS was in sporadic contact with fishing vessel *MADNESS* prior to *CARNIVAL LUMINOSA* arriving at Buoy SG. The pilot attempted to contact the fishing vessel on channels 16,14,13 to notify them of the cruise ship's intentions and to better determine direction of the fishing vessel's net but there was no response. There was an anchored ship in Smith Cove East Anchorage. There were no security patrols on this morning. The net was very close to the typical approach corridor of cruise ships and was in the Security Zone.	Motion: Anthony/ Farrell – File as a Marine Safety Occurrence – Carried.

Pilot's Report of Marine Safety Occurrence: *Crabbing Boats (ATB SEA RELIANCE),* 07/21/2024

Tacoma, underway while backing out of the Hylebos Waterway	While backing out of the Hylebos Waterway and approaching the entrance, the pilot noticed 8 small recreational crabbing boats were stationary and tending pots, stretching from the vicinity of Buoy 1 towards the end of Pier 23. Numerous crab pots were also strewn about the same area, limiting options for maneuvering. On approach to Trident Seafoods, pilot sounded whistle to get the attention of the boats, but none changed position. The only clear area was a gap NW of the end of Pier 23. The pilot let the stern tug (*ARTEMIS*) go a	Motion: Farrell/Drennen – File as a Marine Safety Occurrence – Carried.

	bit early and tasked the tug to get the attention of the nearest boats to ask them to move out of the way so that the vessel could turn around. Two boats did move off to the west, which left just enough room among the others to make a tight swing in between Buoy 1 and Pier 23. A few crab pot buoys did go down the side of the barge, but none were caught in any running gear or otherwise dragged or damaged. The turn was completed safely, and the vessel maneuvered around the remaining pots before reaching deeper open water.	

Pilot's Report of Marine Safety Occurrence: *CELEBRITY EDGE,* 07/19/2024

Underway, 2nm north of Buoy SG	While inbound for Seattle Pier 91, the vessel lost propulsion southbound in the traffic lanes 2nm north of "SG". Vessel did maintain steering. VTS was notified as well as the ships in the vicinity. Pilot called for any available tugs in Seattle. Tug *RESPONSE* proceeded to vessel location from Pier 17. Vessel never left the traffic lanes. When approx.75nm south of "SG", vessel regained propulsion on the stbd. pod, and vessel proceeded into Seattle. Troubleshooting of the port pod continued with no success. Vessel was docked with just the stbd. pod, bow thrusters, and using the tug *RESPONSE* aft to assist. The reason for loss of propulsion was not determined but pilot was confident it was related to an electrical problem with the port pod, which caused the auto load shedding of power to other systems.	Motion: Farrell/Drennen – File as a Marine Safety Occurrence – Carried.

Pilot's Report of Marine Safety Occurrence: *YM TOGETHER,* 07/25/2024

Berthed at Tacoma, Pier 4	Prior to departure, with tugs made fast, pilot was informed that 1 of the 11 ME cylinders had a malfunctioning fuel injector valve. It was requested to isolate the 1 cylinder and transit the pilotage area with 10 working cylinders and limited RPM of 54 instead of 60, and speed of 14-15 kts., with the repair to be made offshore. Pilot notified the USCG, Dispatch, and ship's agent. Another ship was approaching the harbor to take the berth. After speaking with the USCG and awaiting an order from the COTP, pilot told them he was comfortable with having them isolate the valve so the ships engine could maneuver, and taking the ship off the berth with 3 tugs to make room for the inbound vessel, and proceed to anchor in Commencement Bay awaiting the order. Valve was isolated and permission was granted to take the vessel off the berth. Ship anchored at Ruston Anchorage Tacoma.	Motion: Farrell/ Firth – File as a Marine Safety Occurrence – Carried.

Pilot's Report of Marine Safety Occurrence: *TORM LAURA,* 07/25/2024

Underway, in vicinity of Cherry Point	During the MPX, the Master indicated that all machinery (including propulsion) was in good working order with no deficiencies. He noted that an Engine Power Limiter (EPL) was installed during the call at Cherry Point, and this would be their first time underway with it. A technician who helped install the EPL was still onboard and would be riding the ship to PAANC. The EPL was equipped with an electronic override button on the bridge that would bypass it, if deemed necessary. The presence/installation of the	Motion: Bendixen/ Drennen – File as a Marine Safety Occurrence – Carried.

	EPL was not passed on to PSP dispatch and was not in the vessel notes. The engine responded properly to Dead Slow Ahead and Slow Ahead bells. However, when ordered for Half Ahead, the engine did not appreciably increase power. The pitch increased, leading to moderate vibrations, but the engine RPM remained about the same. At this point, the vessel was just about due north of Alden Bank, and the pilot was becoming more concerned with the ability of the ship to maneuver properly and changed route intentions to transit Rosario Strait instead of Haro. With the changing tide and limited speed ability of the ship, pilot decided the best course of action was to anchor at the Cherry Point General Anchorage. Tug *BO BRUSCO* was dispatched to escort vessel to Smith Cove West. Vessel anchored successfully with no further issues.	

Pilot's Report of Marine Safety Occurrence: *Sport Fishing Vessels (RJ PFEIFFER),* 07/26/2024

Underway, Southbound at Buoy SF	While transiting south from pilot station to Tacoma, the vessel encountered many recreational fishing vessels (VTS stated 100-200 vessels) at Jefferson Point (SF Buoy). Due to density of vessels, there was no choice but to exit the southbound lane and use the northbound lane to get around the fishing vessels. VTS notified pilot of the recreational fishing vessels previously therefore vessel was at maneuvering speed when fishing vessels were encountered. Luckily there were no northbound vessels and using the northbound traffic lane was an option. VTS had made several broadcasts on channel 16 warning that the vessel was approaching and that fishing vessels were not to impede; however, no vessels moved.	Motion: Farrell/Drennen – File as a Marine Safety Occurrence – Carried.

Pilot's Report of Marine Safety Occurrence: *Sport Fishing Fleet (LIBERTY PASSION),* 07/27/2024

Underway near Buoy SF	As vessel approached SF buoy southbound there were many boats in southbound traffic lanes and some boats in northbound lanes as well. Pilot reduced to maneuvering speed early to be at about 15 knots off Kingston and sounded a 5 second warning blast on the ship's whistle. Pilot confirmed with VTS that USCG was on patrol with *TERRAPIN* in the area, thinking that they could assist vessel through the dense fishing traffic. At 2 miles before buoy SF, vessel slowed to half ahead and then to slow ahead for a speed of 10 knots, called *TERRAPIN* (no response) and again sounded warning signal. When vessel reached Buoy SF, sounded 1 short blast and started turn to the middle of the lane. Dropped engine to dead slow ahead for 7 knots. Again called *TERRAPIN* on VHF 16. After finishing turn, with boats everywhere, some trolling close dead ahead, started sounding 5 short blasts. *TERRAPIN* called on VHF 16 about this time. Pilot advised boats were as close as 100 ft dead ahead and asked for assistance. *TERRAPIN* maneuvered through the boats reaching vessel as it finished through the worst of the traffic.	Motion: Drennen/ Anthony – File as a Marine Safety Occurrence – Carried.

Pilot's Report of Marine Safety Occurrence: *TUG RESPONSE (OTIS),* 07/09/2024

Underway, on approach to Cherry Point South	Communications between ship and tug *RESPONSE* were not working. There was no acknowledgment of pilot commands on the VHF radio and pilot could visually see *RESPONSE* pulling instead of stopping as ordered. Several attempts were made to contact *RESPONSE* on alternate radio channels without success. The stern tug *GARTH FOSS* was acknowledging commands and did not suffer any VHF radio malfunctions. Pilot stabilized the situation by ordering the stern tug to pull away from the dock "easy 2" and safely took the vessel away from the dock. At the same time, pilot had captain blow the forward whistle several times. Shortly after, communication was restored with tug *RESPONSE* and vessel proceeded to dock the vessel without further incident.	Motion: Farrell/ Hamilton – File as a Marine Safety Occurrence – Carried.

Committee Actions.

Trainee Evaluation Committee (TEC)

- **Training Program Agreements Puget Sound District: Captains Britton, Shuler & Boullion.** TEC Chair Commissioner Bendixen reported that the documents reflect the changes in the WAC and meet the challenges in vessel traffic trends as well as increased observations in the evaluation phase. She did point out that Captain Shuler was exempted from most but not all of the tug requirements due to his extensive background on tugs in Puget Sound.
  Motion: Bendixen/Farrell – approve the Training Program Agreement and Requirements for the incoming trainees as recommended by the TEC – Carried.
- **Request for Delayed Entry into Training Program.**
  Commissioner Bendixen shared a letter written by Captain Daniel Bolton to the Board requesting to delay the start of his training program by more than 2 months. The WAC allows for this scenario and allows the TEC to leapfrog his position to fill the training vacancy and allow him seniority for the next invitation call up.
  Motion: Bendixen/Farrell – accept the requested delay to begin training for Captain Daniel Bolton and authorize BPC staff to send him a positive response to his request – Carried.
- **Training Program Invitation Grays Harbor.**
  Commissioner Bendixen reported that the Port of Grays Harbor would like to request one trainee to start in the Grays Harbor Pilotage District on/before May 31, 2025. In consultation with Grays Harbor Pilot Captain Leo, it was decided that a spring start would best accommodate a trainee to both see and train in the adverse weather that occurs throughout the calendar year in Grays Harbor.
  Motion: Bendixen/Hamilton – authorize BPC staff to issue an invitation for Grays Harbor to start between now and May 31, 2025 – Carried.
- **Pilot License Upgrade Program: Captains Stewart, Holland & Mancini.** The TEC reviewed the 3 upgrade letters for the pilots listed above and made one minor change that does not affect the intent of the letters.
  Motion: Anthony/Farrell– approve the pilot license upgrade programs for Captains Stewart, Holland & Mancini – Carried, with one abstention from Commissioner Bendixen.
- The TEC met yesterday and reviewed all trainee programs. One trainee came to the TEC meeting to discuss his progress. With the licensure of Trainee Sturgell, which will become effective today due to the increase of number of licenses in Puget Sound, there are 3 trainees currently in PS and none in GH. There are 2 trainees in Training, and 1 in Observation.
- The TEC has been discussing the Train-the-Trainer class and curriculum in TEC meetings for many months and are pleased to announce that the first class with instructor Jeff Slesinger, Delphi Maritime, will be held September 4.
- Due to the new job task analysis (JTA) that was conducted for the exam this year, the Training Program Trip Report (TPTR) used by trainees and pilots was revised. The form was also revised for ease of use on both pilots and trainees. Conning Quizzes will also be revised to reflect the changes.

- Commissioner Bendixen shared long term progress of the TEC and the focus for the future. In a turn of events, the Seattle REC is caught up on grading and testing but the delay for trainees is now coming from the NMC with reports of several months delay for getting approval to test.
- Finally, BPC Training Program Manager Jolene Hamel thanked Commissioner Bendixen for her efforts on rewriting and getting training documents prepared for the new candidates, and in turn Commissioner Bendixen thanked her for the heavy lift.

Vessel Exemption Committee (VEC)

- VEC Chair Commissioner Anthony had previously reported that PSP Pilot Captain Travis McGrath was seeking a replacement from the pilot corps for his position on the VEC. PSP Pilot Captain Matt Cassee, who has a background in the yacht industry, has stepped up and volunteered to replace Captain McGrath.
  Motion: Anthony/Farrell – appoint Captain Cassee to the VEC replacing Captain McGrath – Carried.
- The VEC met earlier this month to regroup and vocalize upcoming goals, which included defining passenger vessels, a legislative campaign to change some RCW language, and allow for fee changes, as well as ongoing outreach to the small boating community.
- The VEC will meet again in October.

Pilot/Trainee Physical Examination Reports.
Motion: Farrell/Firth – approve the pilot physical examination reports for Captains R.M. Gartner, S.W. Scott, and E.P. Ninburg for their annual pilot license renewals, B.L. Sturgell for his pre-pilot license renewal, and J.A. Michelson and H.V. Wood for their annual pilot trainee license renewals – Carried.

Exemptions from Pilotage.
Motor Yacht *CARMANAH* – 60', 43gt, Cayman Island registry, Captain Michael Forshee.
Motion: Anthony/Bendixen – concur with Chair Tonn's granting of the interim annual exemption with no conditions – Carried.
Motor Yacht *EVVIVA* – 164', 492gt, Cayman Islands registry, Multiple Captains.
Motion: Farrell/Anthony – grant an annual exemption no restrictions – Carried.

BPC Strategic Plan. Executive Director Bever stated that she was still waiting on certain fee structures for the draft of the 25-27 Biennial Budget and will send those out once received. She shared the changes made to the Strategic Plan and Commissioner Bendixen stated that she had done an excellent job on the final draft.
Motion: Bendixen/Drennen - approve the final draft of the 2025-2027 BPC Strategic Plan – Carried.

2023 BPC Annual Report.
The Board has received the final draft of the 2023 BPC Annual Report and Executive Director Bever shared the few minor changes that would be updated before finalization and distribution.
Motion: Kirtley/Drennen - approve the final draft of the 2023 BPC Annual Report and authorize staff to distribute to the Legislators as required – Carried.

Committee Updates.
Pilot Safety Committee (PSC)

- PSC Co-Chair Commissioner Drennen reported that the PSC met this past Monday and approved minutes from the previous meeting, which have been provided to the Board. They reviewed reports, pilot ladder data and are continuing work on the MSO form to be shared with the Board at a future meeting.
- Commissioner Drennen shared that the International Maritime Organization (IMO) is meeting in December and the PSC will look forward to disseminating any possible recommendations from that meeting.
- The PSC will meet again on November 7.

Diversity, Equity & Inclusion Committee (DEIC)

- The DEIC has not met since the last report.

Oil Transportation Safety Committee (OTSC)

- BPC Executive Director and OTSC Chair Jaimie Bever reported that she presented to the Puget Sound Harbor Safety Committee at yesterday's meeting regarding tug escort rulemaking. She provided that presentation to the Board as info.
- The next workshop series will be held in November 2024.

Confirmation of Next Regular Meeting Dates. Chair Tonn reminded everyone of the meetings in September and October. All 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 Puget Sound pilot Captain Eric Klapperich commented that he wanted to acknowledge the Board's efforts particularly with setting KPI's and the work with the Pilot Safety Committee. He is happy to see the due diligence that is happening and appreciates the hard work.

Adjourn. Meeting was adjourned by Chair Tonn at 2:50pm.

Respectfully submitted,

Jaimie C. Bever, Executive Director

Sheri J. Tonn, Chair

Eleanor Kirtley, Vice Chair	Commissioner Timothy J. Farrell
Commissioner Andrew Drennen	Commissioner Richard Firth
Commissioner Sandy Bendixen	Commissioner Michael Anthony
Commissioner Jason R. Hamilton	Commissioner Nhi Irwin