



Washington State  
Board of Pilotage Commissioners

2006 ANNUAL REPORT

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## BOARD OF PILOTAGE COMMISSIONERS

RCW 88.16.035 (5)

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The following reports and manuals are on file at the Board of Pilotage Commissioners Office, 2901 Third Avenue, Seattle, WA 98121. They are too substantial to reproduce for purposes of this report.

Summaries of Dispatch Records

Quarterly Earnings Reports from Pilots

By-laws and Operating Rules (Puget Sound District)

Oil Tanker Movement Reports (Puget Sound District)

# 1 FOREWORD

## Shipping Activity in Washington State

The Puget Sound Pilots handled a total of 8,196 vessel moves with 8,372 assignments in 2006, up slightly from the previous year. Based on an average of 52.8 full-time pilots, each pilot handled an average of 158.5 assignments, down slightly from 2005.

The Grays Harbor Pilots handled a total of 82 pilotage assignments in 2006, down 41% from the previous year. High freight transportation costs and other market conditions contributed to a reduction in ship call activity at Port of Grays Harbor Terminal No. 2 bulk export facility. Pilotage jobs are expected to increase again as market conditions stabilize and new shipments of bulk commodities related to a biodiesel processing plant under construction on Port property commence mid-2007. The Port of Grays Harbor employed two full-time pilots.

## 2006 Tariff Hearings

There was no joint proposal offered by Polar Tankers, Puget Sound Steamship Operators Association and the Puget Sound Pilots in accordance with the 5-year Plan for setting the tariff. Industry offered an increase to the 5-year Plan, which would add 5% to the target net income. Pilots asked for a 28.3% increase. The Board approved a 24% increase in the tariff for the Puget Sound District and set no Target Net Income or Business Expense allowance. The new tariff increased the net income for Puget Sound Pilots from \$214,665 in 2005 to \$276,147 in 2006, after taking a \$38,480 business expense deduction. The number of pilots set by the board as of the end of the year is 57.

The identical proposals from the Puget Sound Steamship Operators Association and the Port of Grays Harbor increased the Grays Harbor tariff by 2.5%, as follows: Increase all draft and tonnage charges by 3% and reduce the pension charge to \$171 per assignment.

## District Pilot Examinations

No examinations were given in either district in 2006. Ten applicants from the November 2005 examination remain on the waiting list to begin training.

## New Legislation and Regulations

WAC 363-116-078 was amended to clarify the requirements and expectations for pilot trainees while engaged in a training program and to define the criteria for training stipend eligibility.

## 2 LICENSED PILOTS

### PUGET SOUND DISTRICT

| PILOT               | LIC NO. | YRS |
|---------------------|---------|-----|
| Anderson, W. K.     | 146     | 11  |
| Arnold, J. E.       | 147     | 11  |
| Blake, M. E.        | 163     | <1  |
| Bock, W. A.         | 112     | 23  |
| Bujacich, J. P.     | 164     | <1  |
| Bundren, W. A.      | 119     | 21  |
| Carlson, I. J.      | 165     | <1  |
| Coe, F. A.          | 142     | 15  |
| Emerson, L. P.      | 126     | 19  |
| Engstrom, C. J.     | 133     | 17  |
| Engstrom, V. O.     | 162     | 2   |
| Flavel, M. R.       | 140     | 15  |
| Fosse, A. L.        | 113     | 22  |
| Giese, P. A.        | 143     | 14  |
| Hannigan, P. M.     | 108     | 25  |
| Harris, J. B.       | 123     | 19  |
| Henshaw, B. F.      | 155     | 6   |
| Hunziker, C. C. Jr. | 115     | 22  |
| Hurt, G. D.         | 158     | 6   |
| Jacobs, T. A.       | 131     | 17  |
| Johnson, M. I.      | 157     | 6   |
| Justice, V. K.      | 128     | 18  |
| Kelly, P. S.        | 167     | <1  |
| Knowles, B. S.      | 150     | 11  |
| Kromann, R. N.      | 103     | 27  |
| Larson, C. N.       | 151     | 10  |
| Larson, G. N.       | 107     | 25  |
| Mackenzie, D. G.    | 124     | 19  |
| Mathisen, L. M.     | 111     | 22  |
| Mayer, D. W.        | 121     | 20  |
| McCurdy, R. F. Jr   | 141     | 15  |
| Mendenhall, M. G.   | 92      | 30  |
| Michelson, B. L.    | 136     | 16  |
| Mork, S. E.         | 159     | 5   |
| Newman, A. J.       | 125     | 19  |

| PILOT               | LIC NO. | YRS |
|---------------------|---------|-----|
| Niederhauser, J. S. | 132     | 17  |
| Petke, L. R.        | 137     | 16  |
| Sanders, D. A.      | 152     | 10  |
| Scoggins, J. T.     | 161     | 2   |
| Semler, J. R.       | 156     | 6   |
| Shaffer, D. L.      | 116     | 21  |
| Shaffer, J. A.      | 145     | 14  |
| Shuler, M. J.       | 154     | 9   |
| Snyder, W. H.       | 153     | 9   |
| Sliker, W. J.       | 166     | <1  |
| Soriano, D. B.      | 122     | 20  |
| Stensager, D. H.    | 120     | 20  |
| Thorsen, W. E.      | 118     | 21  |
| VonBrandenfels, E.  | 148     | 11  |
| Ward, J. E.         | 160     | 3   |
| Ward, J. K.         | 168     | <1  |
| Werner, N. A.       | 149     | 11  |
| Wiley, R.           | 127     | 18  |
| Wood, M. D.         | 134     | 17  |

|                                 |    |
|---------------------------------|----|
| Number of pilots as of 1/1/06   | 51 |
| Number of retirements in 2006   | 3  |
| Number of new pilots in 2006    | 6  |
| Number of pilots as of 12/31/06 | 54 |

### GRAYS HARBOR DISTRICT

| PILOT           | NO. | YRS |
|-----------------|-----|-----|
| D'Angelo, R. L. | 15  | 12  |
| Cooke, S. G.    | 16  | 1   |

*The Board issues licenses to pilots after they qualify for and pass a written examination and simulator evaluation and successfully complete a training program established by the Board. Licenses are renewed annually after passing a physical examination and paying a license fee.*

### 3 BOARD MEMBERS & EXPENSES

#### COMMISSIONERS

| <u>CHAIR</u>                                                                   | <u>APPOINTED</u>                 | <u>TERM EXPIRES</u> |
|--------------------------------------------------------------------------------|----------------------------------|---------------------|
| Captain Harry Dudley                                                           | 11-01-99                         |                     |
| <u>REPRESENTING THE PUBLIC AT LARGE</u>                                        |                                  |                     |
| Charles Davis                                                                  | 12-24-98<br>01-25-02<br>01-09-06 | 12-26-09            |
| Ole Mackey                                                                     | 03-02-04<br>12-03-04             | 12-26-08            |
| <u>REPRESENTING AMERICAN SHIPPING</u>                                          |                                  |                     |
| Captain Craig Lee<br><b>BP Shipping (USA)</b>                                  | 01-25-02<br>10-24-03             | 12-26-07            |
| <u>REPRESENTING FOREIGN SHIPPING</u>                                           |                                  |                     |
| Vince Addington<br><b>General Steamship Corporation</b>                        | 03-08-00<br>12-27-00<br>12-03-04 | 12-26-08            |
| <u>REPRESENTING THE PILOTS</u>                                                 |                                  |                     |
| Captain Pat Hannigan<br><b>Puget Sound Pilotage District</b>                   | 12-26-04                         | 12-26-08            |
| Captain William Snyder<br><b>Puget Sound Pilotage District</b>                 | 12-15-06                         | 12-26-07            |
| <u>REPRESENTING THE DEPARTMENT OF ECOLOGY</u>                                  |                                  |                     |
| Norm Davis<br><b>The Spill Prevention, Preparedness &amp; Response Program</b> | 04-15-05                         |                     |
| <u>REPRESENTING THE MARINE WATER ENVIRONMENT</u>                               |                                  |                     |
| Andrew Palmer<br><b>Ocean Policy Associates</b>                                | 01-29-98<br>12-24-98<br>03-17-03 | 12-26-06            |

## LEGAL COUNSEL

Susan Cruise

03-09-04

## STAFF

Peggy Larson, Administrator

12-08-82

Judy Bell, Admin. Assistant

04-16-03

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*The Board is made up of the Executive Director of Washington State Ferries, or his designee; the Director of the Department of Ecology, or his designee; and seven members appointed by the governor. Each appointed member's term is for four years.*

## ANNUAL EXPENSES

January 01, 2006 – December 31, 2006

|                            |                   |
|----------------------------|-------------------|
| Salaries and Benefits      | \$ 154,031        |
| Personal Service Contracts | \$ 10,750         |
| Goods and Services         | \$ 228,163        |
| Travel                     | \$ 8,695          |
| Equipment                  | \$ 00             |
| <b>TOTAL EXPENDITURES</b>  | <b>\$ 401,639</b> |
| <br>                       |                   |
| Stipend surcharge receipts | \$ 389,564.60     |
| Trainee stipends paid out  | \$ 252,338.70     |
| <br>                       |                   |
| Balance in fund            | \$ 137,225.90     |

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*Funds for the Board of Pilotage Commissioners budget come from annual Pilot license fees and other fees collected as authorized by RCW 88.16.070. The Washington State Legislature reviews and approves our biennial budget, but appropriates no State General Fund revenue.*

*Trainee Stipends are paid from funds collected specifically for that purpose in the tariff. The amount of the tariff surcharge is reviewed annually at each regular tariff hearing.*

## 4 TOTAL PILOTAGE ASSIGNMENTS

### PUGET SOUND PILOTAGE DISTRICT

#### VESSEL TYPES AND ANNUAL TONNAGE

| <u>Vessel Type</u>        | <u>Movements</u> | <u>Gross Tons</u> |
|---------------------------|------------------|-------------------|
| Bulker                    | 1241             | 38,439,551        |
| Car Carrier               | 556              | 23,732,864        |
| Container                 | 3140             | 158,497,190       |
| General Purpose           | 188              | 3,537,145         |
| Naval                     | 43               | 908,282           |
| O. B. O.                  | 5                | 224,605           |
| Other                     | 99               | 1,001,362         |
| Passenger                 | 389              | 30,143,362        |
| Reefer                    | 11               | 90,902            |
| Ro-Ro                     | 316              | 10,803,769        |
| Tanker                    | 2206             | 111,574,854       |
| Wood Chip Carrier         | 9                | 287,809           |
| <hr/>                     |                  |                   |
| 2006 VESSEL MOVES         | 8196             | 379,241,695       |
| 2006 PILOTING ASSIGNMENTS | 8372             |                   |
| 2005 VESSEL MOVES         | 8169             | 364,577,150       |
| 2005 PILOTING ASSIGNMENTS | 8260             |                   |
| 2004 VESSEL MOVES         | 7494             | 319,673,170       |
| 2004 PILOTING ASSIGNMENTS | 7604             |                   |



# GRAYS HARBOR PILOTAGE DISTRICT

## SHIP CALLS AND ANNUAL TONNAGE

### Ship Calls

|                       |    |
|-----------------------|----|
| Port of Grays Harbor  | 18 |
| Weyerhaeuser          | 15 |
| Total Ship Calls 2006 | 33 |
| Total Ship Calls 2005 | 58 |
| Total Ship Calls 2004 | 47 |

### Jobs

|                 |     |
|-----------------|-----|
| Arrivals        | 33  |
| Departures      | 35  |
| Shifts          | 14  |
| Cancellations   | 0   |
| Total jobs 2006 | 82  |
| Total jobs 2005 | 139 |
| Total jobs 2004 | 118 |

### Gross Tonnage

|      |                 |
|------|-----------------|
| 2006 | 1.4 million GT  |
| 2005 | 2.77 million GT |
| 2004 | 2.41 million GT |

# 5 ANNUAL EARNINGS OF INDIVIDUAL PILOTS

## PUGET SOUND PILOTAGE DISTRICT

### DISTRIBUTION OF REVENUE AND EXPENSES

|                                                                                                                 |                      |                  |
|-----------------------------------------------------------------------------------------------------------------|----------------------|------------------|
| <b>TOTAL PILOTAGE REVENUE</b>                                                                                   | <b>\$25,048,016</b>  |                  |
| <b>Gross earnings per full-time Pilot (52.8 FT Pilots)</b>                                                      |                      | <b>\$474,542</b> |
| <b>TOTAL OPERATING EXPENSES</b>                                                                                 | <b>\$7,555,434</b>   |                  |
| <b>Less share of Operating Expenses per full-time Pilot (Seattle, Port Angeles, Boats, Retirement payments)</b> |                      | <b>\$143,125</b> |
| <b>TOTAL TRANSPORTATION EXPENSES</b>                                                                            | <b>\$ 886,248</b>    |                  |
| <b>Less share of Transportation Expenses per full-time Pilot</b>                                                |                      | <b>\$ 16,790</b> |
| <b>Gross Income</b>                                                                                             | <b>\$ 16,606,334</b> | <b>\$314,627</b> |
| <b>Individual Business Expense and Target Net Income was <u>not</u> set by 2006 tariff</b>                      |                      |                  |
| <b>Total Share of pooled revenue per Pilot (as reported in PSP audited financial statement)</b>                 |                      | <b>\$276,147</b> |
| <b>PROJECTED ASSIGNMENTS FOR 2006</b>                                                                           | <b>8506</b>          |                  |
| <b>ACTUAL ASSIGNMENTS FOR 2006</b>                                                                              | <b>8372</b>          |                  |
| <b>PROJECTED ASSIGNMENTS FOR 2005</b>                                                                           | <b>7768</b>          |                  |
| <b>ACTUAL ASSIGNMENTS FOR 2005</b>                                                                              | <b>8260</b>          |                  |

SCHEDULE OF RETIREMENT INCOME FOR INACTIVE  
PILOTS AND WIDOWS OF DECEASED PILOTS

|                           |                  |
|---------------------------|------------------|
| W. A. Anderson            | V. Kjeldtoft     |
| E. Bock                   | E. Lichty        |
| L. Carey                  | S. Lindholm      |
| S. Carlson                | E. J. Lofquist   |
| J. L. Cox                 | F. Michelson     |
| C. Cramer                 | R. A. Moss       |
| L. Damon                  | R. W. Murphy     |
| R. O. Deschamps           | J. P. Osnes      |
| E. Eckrem                 | K. E. Ostergaard |
| M. Endrody                | R. S. Peake      |
| K. L. Florian             | G. M. Poor       |
| M. Gavin                  | R. H. Quinn      |
| T. J. Goodin              | S. A. Robichaux  |
| P. Grandy                 | L. W. Sackett    |
| W. M. Grobschmit          | A. S. Skucy      |
| K. Hayes                  | A. Soriano       |
| J. F. Henshaw             | D. A. Thornton   |
| M. Henshaw                | J. S. Thorsen    |
| B. C. Holmes              | L. D. Thorsen    |
| C. L. Johnson             | J. W. Trimmer    |
| B. E. Joyce               | M. Watkins       |
| D. Kelly                  |                  |
| <br>                      |                  |
| TOTAL RETIREMENT PAYMENTS | \$ 1,350,020     |

## GRAYS HARBOR PILOTAGE DISTRICT

### STATEMENT OF REVENUES AND EXPENSES

| <u>Pilot</u>    | <u>Salary</u> | <u>Benefits</u> | <u>Expenses</u> | <u>Total compensation</u> |
|-----------------|---------------|-----------------|-----------------|---------------------------|
| D'Angelo, R. L. | \$ 160,000    | \$ 37,001       | \$ 3,118        | \$ 200,119                |
| Cooke, S. G.    | \$ 143,500    | \$ 41,572       | \$ 7,903        | \$ 192,975                |

#### Remarks:

“Salary” represents a fixed annual amount paid to the pilots in monthly or weekly installments, irrespective of the number of vessel arrivals. “Benefits” include health, life and disability insurance, paid days off, federal and state taxes, and retirement funding. “Expenses” include training, telephone, license fees and other similar costs.

### SCHEDULE OF RETIREMENT INCOME FOR INACTIVE PILOTS

W. C. Dietrich  
J. M. Hoyne  
B. L. Watson

TOTAL RETIREMENT PAYMENTS \$ 123,056

# 6 ANNUAL EXPENSES OF PILOTAGE DISTRICTS

## PUGET SOUND PILOTAGE DISTRICT

| <u>Personnel Employed</u> | <u>Position</u>                            |
|---------------------------|--------------------------------------------|
| 1. T. Burnell             | Dispatcher / Clerk                         |
| 2. A. Dreyer              | Deckhand / Engineer / Relief Boat Operator |
| 3. M. Gregson             | Deckhand / Engineer                        |
| 4. C. Harthorne           | Accountant / Dispatcher / Clerk            |
| 5. L. Hartzell            | A/R Clerk                                  |
| 6. K. Houston             | Dispatcher / Clerk                         |
| 7. M. Juskevich           | Relief Deckhand / Engineer                 |
| 8. P. Moore               | Accountant / Dispatcher / Clerk            |
| 9. S. Morgan              | Boat Operator                              |
| 10. T. Nicholson          | Boat Operator                              |
| 11. J. Paulson            | Lead Boat Operator                         |
| 12. J. Rushton            | Deckhand/Engineer                          |
| 13. R. Shelton            | Maintenance / Utility                      |
| 14. D. Shideler           | Boat Operator                              |
| 15. W. Tabler             | Executive Director/General Counsel         |
| 16. B. Valentine          | Dispatcher / Clerk                         |
| 17. R. Welch              | Deckhand / Engineer                        |

Duty Arrangements: Office staff 8 or 10 hour days, boatmen 12 hour days.

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### Port Angeles Station Operating Expenses

|                              |              |
|------------------------------|--------------|
| Reposition Pilots            | \$ 290,629   |
| Food                         | 104,853      |
| Maintenance and repairs      | 80,246       |
| Depreciation                 | 107,257      |
| Telephone and communications | 15,204       |
| Utilities                    | 16,647       |
| Supplies                     | 43,534       |
| Interest                     | 53,291       |
| Taxes on property            | 12,652       |
| Rent, tideland lease         | <u>2,223</u> |
| TOTAL                        | \$ 726,536   |

### Seattle Station Operating Expenses

|                                     |               |
|-------------------------------------|---------------|
| Employee salaries                   | \$ 652,503    |
| Taxes on revenue                    | 486,361       |
| Pilot training                      | 244,798       |
| Employee benefits                   | 244,693       |
| Dues                                | 116,181       |
| Rent                                | 112,668       |
| Attorney fees                       | 22,877        |
| Depreciation                        | 82,689        |
| Travel, entertainment and promotion | 134,973       |
| Office supplies                     | 33,991        |
| Lobbyists – Pilot matters           | 39,630        |
| Taxes on payroll                    | 43,311        |
| Telephone and communications        | 42,965        |
| CPA fees                            | 47,814        |
| Maintenance and repair              | 46,430        |
| Printing and publications           | 10,914        |
| Software Consulting fees            | 293,108       |
| Equipment leases                    | 5,755         |
| Interest                            | 59,709        |
| Data processing                     | 88,138        |
| Insurance                           | 15,488        |
| Drug testing                        | 3,750         |
| Grays Harbor Pension                | 123,056       |
| Taxes, other                        | 1,798         |
| Penalties                           | 3,678         |
| Political Contributions             | <u>45,400</u> |
| TOTAL                               | \$ 3,002,678  |

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### Pilot Boat Operating Expenses

|                             |               |
|-----------------------------|---------------|
| Employee salaries           | \$ 681,454    |
| Operation of “Juan de Fuca” | 298,209       |
| Operation of “Puget Sound”  | 328,958       |
| Employee benefits           | 149,680       |
| Depreciation                | 693,221       |
| Insurance                   | 121,476       |
| Interest                    | 136,035       |
| Taxes on payroll            | 54,236        |
| Taxes on property           | <u>12,931</u> |
| TOTAL                       | \$ 2,476,200  |

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|                          |                  |
|--------------------------|------------------|
| Port Angeles Station     | \$ 726,536       |
| Seattle Station          | 3,002,678        |
| Pilot Boat               | <u>2,476,200</u> |
| TOTAL OPERATING EXPENSES | \$ 6,205,414     |

# GRAYS HARBOR PILOTAGE DISTRICT

## Personnel Employed

- |                        |                 |
|------------------------|-----------------|
| 1. Captain R. D'Angelo | Full-time Pilot |
| 2. Captain S. Cooke    | Full-time Pilot |

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|                                 |               |
|---------------------------------|---------------|
| TOTAL REVENUE                   | \$408,846     |
| <u>Operating Expenses</u>       |               |
| Wages                           | \$277,232     |
| Benefits                        | 104,842       |
| Boarding / de-boarding Services | 122,113       |
| Repair / Maintenance            | 24,021        |
| Advertising                     | 1,396         |
| Insurance                       | 5,317         |
| Legal Services                  | 553           |
| Training                        | 3,360         |
| Telephone                       | 2,876         |
| Supplies                        | 4,773         |
| Dues & license fees             | 6,290         |
| Taxes                           | 5,648         |
| Travel                          | 3,161         |
| Miscellaneous other expenses    | 325           |
| Depreciation                    | 24,321        |
| Port Administrative Services    | <u>59,162</u> |
| TOTAL OPERATING EXPENSES        | \$645,390     |
| NET REVENUE / EXPENSES          | (\$236,544)   |

# 7 PILOTAGE TARIFFS

## GRAYS HARBOR PILOTAGE DISTRICT TARIFF

Effective 0001 hours August 1, 2006, through 2400 hours July 31, 2007.

### CLASSIFICATION

### RATE

Fees for piloting of vessels in the inland waters and tributaries of Grays Harbor shall consist of the following:

#### Draft and Tonnage Fees:

Each vessel shall be charged according to its draft and tonnage for each vessel movement inbound to the Grays Harbor pilotage district, and for each movement outbound from the district.

|                                |                                |
|--------------------------------|--------------------------------|
| Draft                          | \$92.70 per meter              |
|                                | or                             |
|                                | \$28.25 per foot               |
| Tonnage                        | \$0.266 per net registered ton |
| Minimum Net Registered Tonnage | \$930.00                       |
| Extra Vessel (in case of tow)  | \$520.00                       |

Provided that, due to unique circumstances in the Grays Harbor pilotage district, vessels that call, and load or discharge cargo, at Port of Grays Harbor Terminal No. 2 shall be charged \$5,150.00 per movement for each vessel movement inbound to the district for vessels that go directly to Terminal No. 2, or that go to anchor and then go directly to Terminal No. 2, or because Terminal No. 2 is not available upon arrival that go to layberth at Terminal No. 4 (without loading or discharging cargo) and then go directly to Terminal No. 2, and for each vessel movement outbound from the district from Terminal No. 2, and that this charge shall be in lieu of only the draft and tonnage fees listed above.

#### Boarding Fee:

|                                                        |            |
|--------------------------------------------------------|------------|
| Per each boarding/deboarding from a boat or helicopter | \$1,000.00 |
|--------------------------------------------------------|------------|

#### Harbor Shifts:

|                                                                                                   |          |
|---------------------------------------------------------------------------------------------------|----------|
| For each shift from dock to dock, dock to anchorage, anchorage to dock, or anchorage to anchorage | \$647.88 |
|---------------------------------------------------------------------------------------------------|----------|

|                 |          |
|-----------------|----------|
| Delays per hour | \$154.49 |
|-----------------|----------|

|                                  |          |
|----------------------------------|----------|
| Cancellation charge (pilot only) | \$258.22 |
|----------------------------------|----------|

|                                               |          |
|-----------------------------------------------|----------|
| Cancellation charge (boat or helicopter only) | \$774.69 |
|-----------------------------------------------|----------|

#### Pension Charge:

|                                                         |          |
|---------------------------------------------------------|----------|
| Charge per pilotage assignment, including cancellations | \$171.00 |
|---------------------------------------------------------|----------|

#### Travel Allowance:

|                                   |         |
|-----------------------------------|---------|
| Transportation fee per assignment | \$55.00 |
|-----------------------------------|---------|

Pilot when traveling to an outlying port to join a vessel or returning through an outlying port from a vessel which has been piloted to sea shall be paid \$903.82 for each day or fraction thereof, and the travel expense incurred.

#### Bridge Transit:

|                                  |          |
|----------------------------------|----------|
| Charge for each bridge transited | \$283.61 |
|----------------------------------|----------|

|                                                                                             |          |
|---------------------------------------------------------------------------------------------|----------|
| Additional surcharge for each bridge transited for vessels in excess of 27.5 meters in beam | \$785.22 |
|---------------------------------------------------------------------------------------------|----------|

#### Miscellaneous:

The balance of amounts due for pilotage rates not paid within 30 days of invoice will be assessed at 1 1/2% per month late charge.



# PUGET SOUND PILOTAGE DISTRICT TARIFF

Effective 0001 hours July 1, 2006, through 2400 hours June 30, 2007.

| <b>CLASSIFICATION</b>                                           | <b>RATE</b>       |
|-----------------------------------------------------------------|-------------------|
| Ship length overall (LOA)                                       |                   |
| Charges:                                                        |                   |
| Per LOA rate schedule in this section.                          |                   |
| Boarding fee:                                                   | \$43.00           |
| Per each boarding/deboarding at the Port Angeles pilot station. |                   |
| Harbor shift - Live ship (Seattle Port)                         | LOA Zone I        |
| Harbor shift - Live ship (other than Seattle Port)              | LOA Zone I        |
| Harbor shift - Dead ship                                        | Double LOA Zone I |
| Towing charge - Dead ship:                                      | Double LOA Zone   |
| LOA of tug + LOA of tow + beam of tow                           |                   |

Any tow exceeding seven hours, two pilots are mandatory. Harbor shifts shall constitute and be limited to those services in moving vessels from dock to dock, from anchorage to dock, from dock to anchorage, or from anchorage to anchorage in the same port after all other applicable tariff charges for pilotage services have been recognized as payable.

|                                                                                                                                                                                                                    |                   |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------|
| Compass Adjustment                                                                                                                                                                                                 | \$310.00          |
| Radio Direction Finder Calibration                                                                                                                                                                                 | \$310.00          |
| Launching Vessels                                                                                                                                                                                                  | \$466.00          |
| Trial Trips, 6 hours or less (minimum \$876.00)                                                                                                                                                                    | \$146.00 per hour |
| Trial Trips, over 6 hours (two pilots)                                                                                                                                                                             | \$291.00 per hour |
| Shilshole Bay – Salmon Bay                                                                                                                                                                                         | \$182.00          |
| Salmon Bay – Lake Union                                                                                                                                                                                            | \$141.00          |
| Lake Union – Lake Washington (plus LOA zone from Webster Point)                                                                                                                                                    | \$182.00          |
| Cancellation Charge                                                                                                                                                                                                | LOA Zone I        |
| Cancellation Charge – Port Angeles:                                                                                                                                                                                | LOA Zone II       |
| (When a pilot is ordered and vessel proceeds to a port outside the Puget Sound pilotage district without stopping for a pilot or when a pilot order is canceled less than twelve hours prior to the original ETA.) |                   |

## **Waterway and Bridge Charges:**

*Ships up to 90' beam:*

A charge of \$229.00 shall be in addition to bridge fees for any vessel movements both inbound and outbound required to transit south of Spokane Street in Seattle, south of Eleventh Street in any of the Tacoma waterways, in Port Gamble, or in the Snohomish River. Any vessel movements required to transit through bridges shall have an additional charge of \$109.00 per bridge.

*Ships 90' beam and/or over:*

A charge of \$311.00 shall be in addition to bridge fees for any vessel movements both inbound and outbound required to transit south of Spokane Street in Seattle and south of Eleventh Street in any of the Tacoma waterways.

[Board of Pilotage Commissioners, 2006 Annual Report](#)

Any vessel movements required to transit through bridges shall have an additional charge of \$217.00 per bridge.

(The above charges shall not apply to transit of vessels from Shilshole Bay to the limits of Lake Washington.)

*Two or three pilots required:*

In a case where two or three pilots are employed for a single vessel waterway or bridge transit, the second and/or third pilot charge shall include the bridge and waterway charge in addition to the harbor shift rate.

**Docking Delay After Anchoring:**

Applicable harbor shift rate to apply, plus \$236.00 per hour standby. No charge if delay is 60 minutes or less. If the delay is more than 60 minutes, charge is \$236.00 for every hour or fraction thereof.

**Sailing Delay:**

No charge if delay is 60 minutes or less. If the delay is more than 60 minutes, charge is \$236.00 for every hour or fraction thereof. The assessment of the standby fee shall not exceed a period of twelve hours in any twenty-four-hour period.

**Slowdown:**

When a vessel chooses not to maintain its normal speed capabilities for reasons determined by the vessel and not the pilot, and when the difference in arrival time is one hour, or greater, from the predicted arrival time had the vessel maintained its normal speed capabilities, a charge of \$236.00 per hour, and each fraction thereof, will be assessed for the resultant difference in arrival time.

**Delayed Arrival – Port Angeles:**

When a pilot is ordered for an arriving inbound vessel at Port Angeles and the vessel does not arrive within two hours of its ETA, or its ETA is amended less than six hours prior to the original ETA, a charge of \$236.00 for each hour delay, or fraction thereof, shall be assessed in addition to all other appropriate charges.

When a pilot is ordered for an arriving inbound vessel at Port Angeles and the ETA is delayed to six hours or more beyond the original ETA, a cancellation charge shall be assessed, in addition to all other appropriate charges, if the ETA was not amended at least twelve hours prior to the original ETA.

**Tonnage Charges:**

*0 to 20,000 gross tons:*

Additional charge to LOA zone mileage of \$0.0073 a gross ton for all gross tonnage up to 20,000 gross tons.

*20,000 to 50,000 gross tons:*

Additional charge to LOA zone mileage of \$0.0751 a gross ton for all gross tonnage in excess of 20,000 gross tons up to 50,000 gross tons.

*50,000 gross tons and up:*

In excess of 50,000 gross tons, the charge shall be \$0.0900 per gross ton.

[Board of Pilotage Commissioners, 2006 Annual Report](#)

For vessels where a certificate of international gross tonnage is required, the appropriate international gross tonnage shall apply.

**Transportation to Vessels on Puget Sound:**

|                               |          |
|-------------------------------|----------|
| March Point or Anacortes      | \$157.00 |
| Bangor                        | 153.00   |
| Bellingham                    | 181.00   |
| Bremerton                     | 135.00   |
| Cherry Point                  | 209.00   |
| Dupont                        | 97.00    |
| Edmonds                       | 35.00    |
| Everett                       | 59.00    |
| Ferndale                      | 199.00   |
| Manchester                    | 131.00   |
| Mukilteo                      | 53.00    |
| Olympia                       | 125.00   |
| Point Wells                   | 35.00    |
| Port Gamble                   | 185.00   |
| Port Townsend (Indian Island) | 223.00   |
| Seattle                       | 15.00    |
| Tacoma                        | 71.00    |

(a) Intraharbor transportation for the Port Angeles port area: Transportation between Port Angeles pilot station and Port Angeles harbor docks - \$15.00.

(b) Interport shifts: Transportation paid to and from both points.

(c) Intraharbor shifts: Transportation to be paid both ways. If intraharbor shift is canceled on or before scheduled reporting time, transportation paid one way only.

(d) Cancellation: Transportation both ways unless notice of cancellation is received prior to scheduled reporting time in which case transportation need only be paid one way.

(e) Any new facilities or other seldom used terminals, not covered above, shall be based on mileage x \$2.00 per mile.

**Delinquent Payment Charge:**

1 1/2% per month after 45 days from first billing.

**Nonuse of Pilots:**

Ships taking and discharging pilots without using their services through all Puget Sound and adjacent inland waters shall pay full pilotage fees on the LOA zone mileage basis from Port Angeles to destination, from place of departure to Port Angeles, or for entire distance between two ports on Puget Sound and adjacent inland waters.

**Training Surcharge:**

Effective January 20, 2007, a surcharge of \$5.00 for each pilot trainee then receiving a stipend pursuant to the training program provided in WAC [363-116-078](#) shall be added to each vessel assignment.

[Board of Pilotage Commissioners, 2006 Annual Report](#)

**LOA Rate Schedule:**

The following rate schedule is based upon distances furnished by National Oceanic and Atmospheric Administration, computed to the nearest half-mile and includes retirement fund contributions.

| LOA       | ZONE         | ZONE       | ZONE        | ZONE        | ZONE         | ZONE           |
|-----------|--------------|------------|-------------|-------------|--------------|----------------|
|           | I            | II         | III         | IV          | V            | VI             |
|           | Intra Harbor | 0-30 Miles | 31-50 Miles | 51-75 Miles | 76-100 Miles | 101 Miles Over |
| Up to 449 | 227          | 351        | 600         | 894         | 1,204        | 1,562          |
| 450 - 459 | 236          | 358        | 604         | 908         | 1,224        | 1,570          |
| 460 - 469 | 238          | 362        | 613         | 923         | 1,240        | 1,577          |
| 470 - 479 | 247          | 372        | 621         | 941         | 1,244        | 1,580          |
| 480 - 489 | 253          | 379        | 624         | 959         | 1,251        | 1,587          |
| 490 - 499 | 257          | 384        | 632         | 976         | 1,267        | 1,595          |
| 500 - 509 | 270          | 391        | 642         | 988         | 1,276        | 1,605          |
| 510 - 519 | 272          | 398        | 649         | 1,002       | 1,290        | 1,610          |
| 520 - 529 | 275          | 412        | 657         | 1,007       | 1,301        | 1,624          |
| 530 - 539 | 284          | 417        | 666         | 1,018       | 1,322        | 1,642          |
| 540 - 549 | 289          | 423        | 681         | 1,029       | 1,343        | 1,657          |
| 550 - 559 | 294          | 438        | 686         | 1,044       | 1,353        | 1,673          |
| 560 - 569 | 305          | 455        | 699         | 1,053       | 1,366        | 1,689          |
| 570 - 579 | 311          | 459        | 702         | 1,058       | 1,380        | 1,700          |
| 580 - 589 | 324          | 466        | 718         | 1,066       | 1,389        | 1,717          |
| 590 - 599 | 340          | 476        | 723         | 1,071       | 1,409        | 1,737          |
| 600 - 609 | 351          | 490        | 732         | 1,075       | 1,426        | 1,746          |
| 610 - 619 | 371          | 495        | 746         | 1,080       | 1,440        | 1,761          |
| 620 - 629 | 386          | 502        | 751         | 1,092       | 1,456        | 1,782          |
| 630 - 639 | 404          | 510        | 760         | 1,095       | 1,469        | 1,797          |
| 640 - 649 | 419          | 522        | 769         | 1,097       | 1,481        | 1,810          |
| 650 - 659 | 449          | 531        | 782         | 1,107       | 1,499        | 1,829          |
| 660 - 669 | 458          | 537        | 789         | 1,112       | 1,515        | 1,844          |
| 670 - 679 | 474          | 551        | 797         | 1,132       | 1,533        | 1,854          |
| 680 - 689 | 481          | 560        | 808         | 1,142       | 1,546        | 1,872          |
| 690 - 699 | 495          | 569        | 820         | 1,162       | 1,562        | 1,911          |
| 700 - 719 | 517          | 588        | 835         | 1,177       | 1,592        | 1,933          |
| 720 - 739 | 548          | 604        | 856         | 1,193       | 1,624        | 1,965          |
| 740 - 759 | 569          | 632        | 872         | 1,204       | 1,657        | 2,000          |
| 760 - 779 | 591          | 653        | 894         | 1,224       | 1,689        | 2,027          |
| 780 - 799 | 621          | 682        | 908         | 1,240       | 1,717        | 2,062          |
| 800 - 819 | 646          | 702        | 926         | 1,247       | 1,746        | 2,093          |
| 820 - 839 | 666          | 727        | 947         | 1,267       | 1,782        | 2,118          |
| 840 - 859 | 694          | 756        | 965         | 1,281       | 1,809        | 2,154          |
| 860 - 879 | 720          | 782        | 983         | 1,314       | 1,844        | 2,185          |
| 880 - 899 | 746          | 805        | 1,002       | 1,345       | 1,872        | 2,217          |
| 900 - 919 | 768          | 831        | 1,019       | 1,379       | 1,911        | 2,248          |
| 920 - 939 | 791          | 856        | 1,044       | 1,409       | 1,931        | 2,278          |

|             |       |       |       |       |       |       |
|-------------|-------|-------|-------|-------|-------|-------|
| 940 - 959   | 820   | 878   | 1,059 | 1,440 | 1,965 | 2,306 |
| 960 - 979   | 839   | 904   | 1,078 | 1,469 | 2,000 | 2,341 |
| 980 - 999   | 867   | 926   | 1,096 | 1,499 | 2,027 | 2,370 |
| 1000 - 1019 | 919   | 986   | 1,145 | 1,579 | 2,122 | 2,473 |
| 1020 - 1039 | 944   | 1,014 | 1,180 | 1,624 | 2,186 | 2,546 |
| 1040 - 1059 | 972   | 1,039 | 1,215 | 1,673 | 2,249 | 2,621 |
| 1060 - 1079 | 1,002 | 1,076 | 1,250 | 1,724 | 2,319 | 2,699 |
| 1080 - 1099 | 1,032 | 1,107 | 1,288 | 1,773 | 2,387 | 2,780 |
| 1100 - 1119 | 1,061 | 1,140 | 1,327 | 1,828 | 2,458 | 2,864 |
| 1120 - 1139 | 1,094 | 1,176 | 1,368 | 1,881 | 2,532 | 2,949 |
| 1140 - 1159 | 1,126 | 1,209 | 1,407 | 1,938 | 2,609 | 3,038 |
| 1160 - 1179 | 1,159 | 1,244 | 1,450 | 1,996 | 2,686 | 3,129 |
| 1180 - 1199 | 1,195 | 1,282 | 1,492 | 2,056 | 2,768 | 3,223 |
| 1200 - 1219 | 1,231 | 1,321 | 1,536 | 2,118 | 2,850 | 3,318 |
| 1220 - 1239 | 1,267 | 1,360 | 1,582 | 2,181 | 2,934 | 3,417 |
| 1240 - 1259 | 1,304 | 1,400 | 1,629 | 2,246 | 3,023 | 3,519 |
| 1260 - 1279 | 1,343 | 1,441 | 1,678 | 2,313 | 3,114 | 3,625 |
| 1280 - 1299 | 1,383 | 1,486 | 1,729 | 2,383 | 3,205 | 3,734 |
| 1300 - 1319 | 1,425 | 1,528 | 1,779 | 2,453 | 3,302 | 3,845 |
| 1320 - 1339 | 1,468 | 1,574 | 1,834 | 2,527 | 3,400 | 3,961 |
| 1340 - 1359 | 1,510 | 1,622 | 1,889 | 2,602 | 3,502 | 4,080 |
| 1360 - 1379 | 1,556 | 1,669 | 1,944 | 2,681 | 3,606 | 4,200 |
| 1380 - 1399 | 1,602 | 1,719 | 2,004 | 2,760 | 3,714 | 4,328 |
| 1400 - 1419 | 1,650 | 1,771 | 2,061 | 2,842 | 3,825 | 4,457 |
| 1420 - 1439 | 1,699 | 1,824 | 2,124 | 2,928 | 3,941 | 4,590 |
| 1440 - 1459 | 1,751 | 1,879 | 2,189 | 3,014 | 4,059 | 4,727 |
| 1460 - 1479 | 1,800 | 1,934 | 2,252 | 3,105 | 4,180 | 4,868 |
| 1480 - 1499 | 1,855 | 1,991 | 2,320 | 3,197 | 4,304 | 5,013 |
| 1500 Over   | 1,911 | 2,052 | 2,389 | 3,295 | 4,432 | 5,163 |

## 8 INCIDENT REPORTS & MARINE SAFETY OCCURRENCES

### INCIDENT REPORTS

#### PUGET SOUND PILOTAGE DISTRICT

Three Incident Reports were filed in the Puget Sound Pilotage District this year. The Board classified two as “Incidents with damage, with no Pilot error” and one was classified as an “Incident with damages, with pilot error”.

| DATE    | VESSEL           | PILOT             | LOCATION           | BOARD DECISION                                                                                                                                  |
|---------|------------------|-------------------|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| 4/0/06  | Alaskan Frontier | vonBrandenfels, E | Port Angeles       | Incident with damage, no pilot error                                                                                                            |
| 6/23/06 | Swan             | Shaffer, D        | Tacoma Narrows     | Incident without damage, no pilot error                                                                                                         |
| 6/27/06 | Aphrodite        | Knowles, B        | Evergreen Terminal | Incident with damage and pilot error<br>Letter in file, suspended \$2500 fine, required to write Error Chain Recognition lessons learned report |

#### GRAYS HARBOR PILOTAGE DISTRICT

No Incident Reports were filed in the Grays Harbor Pilotage District.

### MARINE SAFETY OCCURRENCES

#### PUGET SOUND AND GRAYS HARBOR DISTRICTS

Seventeen MSO reports in the Puget Sound District: 10 Equipment malfunction, three close aboard, two light contact with tug, and one near allision.

No MSO reports in the Grays Harbor District.

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*A state licensed pilot involved in a near-miss occurrence shall complete the board required Pilot’s Report of Marine Safety Occurrence form and file it with the board as soon as possible. A near-miss occurrence is where a pilot successfully takes action of a non-routine nature to avoid a collision with another vessel, structure or aid to navigation, to avoid a grounding of the vessel or to avoid causing damages to the environment.*

## 9 PETITIONS FOR VESSEL EXEMPTION

| <u>VESSEL NAME</u>                                                           | <u>GROSS TONNAGE &amp; LENGTH OVERALL</u> |        | <u>LENGTH OF EXEMPTION</u> |
|------------------------------------------------------------------------------|-------------------------------------------|--------|----------------------------|
| <b>BARCHETTA</b> (Captain Randal R. Jones)<br>Cayman Islands                 | 498 GT                                    | 157 FT | 1 year                     |
| <b>BLUE STAR</b> (Captain Robert V. Harrison)<br>Cayman Islands              | 430 GT                                    | 145 FT | 1 year                     |
| <b>EVVIVA</b> (Captain Joseph D. Trailer)<br>Cayman Islands                  | 492 GT                                    | 163 FT | 1 year                     |
| <b>LADY ZELDA</b> (Captain Brett Major)<br>Marshall Islands                  | 279 GT                                    | 116 FT | 1 year                     |
| <b>LARA</b> (Captains Walton Clark III, Andrew Hardcastle)<br>Cayman Islands | 189 GT                                    | 125 FT | 1 year                     |
| <b>MARJORIE MORNINGSTAR</b> (Captain Shaun Preacher)<br>Bermuda              | 289 GT                                    | 124 FT | 1 year                     |
| <b>MEA CULPA</b> (Captain Mike Hein)<br>Bermuda                              | 302 GT                                    | 130 FT | 1 year                     |
| <b>NINA LU</b> (Captain Scott DeMello)<br>Cayman Islands                     | 208 GT                                    | 112 FT | 3 months                   |
| <b>ORION</b> (Capt. Thomas "Rocky" Thomlinson)<br>British Virgin Islands     | 268 GT                                    | 124 FT | 1 year                     |
| <b>PIANO BAR</b> (Captain Charles Johnson)<br>Cayman Islands                 | 342 GT                                    | 122 FT | 1 year                     |
| <b>RESOLUTE</b> (Captain Stephen Fossi)<br>British Virgin Islands            | 299 GT                                    | 130 FT | 3 months                   |
| <b>SUNCHASER</b> (Captain William Waite)<br>Cayman Islands                   | 395 GT                                    | 142 FT | 3 months                   |
| <b>SWEET PEA</b> (Captain Sally Wilkins)<br>Cayman Islands                   | 253 GT                                    | 127 FT | 1 year                     |
| <b>TAMEME MARINO</b> (Captains Richard Stabbert, Kevin C. Blakley)<br>Panama | 210 GT                                    | 122 FT | 3 months                   |

|                                                              |        |         |        |
|--------------------------------------------------------------|--------|---------|--------|
| <b>VANGO</b> (Captain David Hagerman)<br>Cayman Islands      | 490 GT | 163 FT  | 1 year |
| <b>VICTORIA CLIPPER</b> (various)<br>Neatherlands Antilles   | 431 GT | 120 FT  | 1 year |
| <b>WILHELMINA</b> (Captain Jonothan Leahy)<br>Cayman Islands | 107 GT | 83.4 FT | 1 year |

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*Certain foreign flag vessels can qualify for an exemption from pilotage requirements if the vessel is less than 500 international gross tons and the length over all is less than 200 feet.*



# 10 PILOT EXAMINATIONS & TRAINING PROGRAMS

## PILOT EXAMINATIONS

No examinations were given in either district in 2006.

## TRAINING PROGRAMS

### PUGET SOUND DISTRICT

The following Trainees began a seven-month Training Program in 2006:

1. John K. Ward (February 17)
2. David Grobschmit (October 1)
3. Jostein Kalvoy (October 1)

Applicants from the 2005 Examination, who remain on the waiting list to begin training, are:

1. Bruce Nelson
2. Ed Marmol
3. Eric Klapperich
4. Gordon Wildes
5. Katharine Sweeney
6. Steve Semler
7. Jim Hannuksela
8. George Thoreson
9. Steve Jones
10. Larry Seymour

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*When the board determines that the demand for pilots requires entry of an applicant into the training program, it shall issue a training license to that applicant, but under no circumstances may an applicant be issued a training license more than four years after taking the written entry examination. Chapter 88.16.090(4) RCW*