

Oregon Board of Maritime Pilots



**Annual Report
2023**

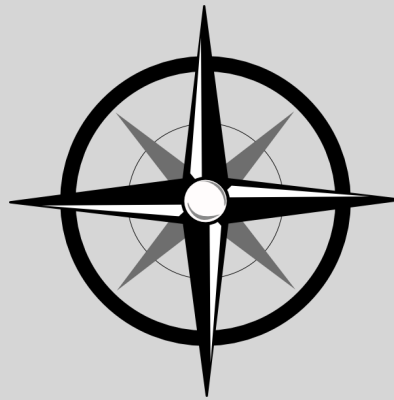


Photo courtesy of Debra Taylor.

Table of Contents

ABOUT THE BOARD	4
MESSAGE FROM THE EXECUTIVE DIRECTOR	5
2023-25 BUDGET	6
BOARD ACTIVITY SUMMARY	7
BOARD MEMBERS	8
LICENSED PILOT ROSTER	9
VESSEL ACTIVITY	12
INCIDENTS	13
PILOT SELECTION AND TRAINING	14

On the cover: Transit in fog on the Columbia River.



Board of Maritime Pilots
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Portland, Oregon 97232
971-673-1530
oregon.gov/puc/bmp

Why a Pilot Board?

The Board of Maritime Pilots licenses and regulates all pilots serving Oregon's designated pilotage grounds. The Board's major responsibilities include establishing license qualifications and training standards, setting rates for pilot service, and investigating maritime incidents. All of the nation's maritime states have similar pilotage authorities because the federal government delegates pilot regulation to the states.

Pilots are essential to Oregon's maritime commerce. They are navigational and ship handling experts who direct the transit of vessels calling on the ports of Coos Bay, Yaquina Bay, Astoria, St. Helens, Kalama, Longview, Vancouver, and Portland. Their functions have been regulated since 1846, making the Board of Maritime Pilots one of the oldest state agencies in Oregon, even preceding statehood.

Pilots have special knowledge of local conditions including winds, weather, tide, current and geography. Using navigation aids, pilots guide ships to avoid conflicting marine traffic, congested fishing fleets, reefs, shoals and other hazards.

Navigating Oregon's harbors demands the highest levels of piloting skill. The Columbia River bar has a reputation as one of the most hazardous bars in the world. Additionally, the Columbia and Willamette River transit is 85 nautical miles long, winding and shallow in relation to ship size and involves more than 80 charted course changes. The Coos/Yaquina Bay bars have the combined elements of both a breaking bar and a confined waterway. There is no substitute for pilot experience and continued professional training.

Board Members

Public:

Leslie Goss, Chair
Term: 5/03/21 – 5/02/25

Carrie Banks, Vice Chair
Term: 2/14/24 – 2/13/28

Vacant

Industry:

Yuki Kakida Danese
Term: 3/15/21 – 3/14/25

Ken Anderson
Term: 6/10/22 – 6/09/26

Fred Myer
Term: 6/10/22 – 6/09/26

Pilot:

Capt. Mitchell Allgower
Term: 4/26/23 – 4/25/27

Capt. Chris Farrell
Term: 12/19/20 – 12/18/24

Capt. George Wales
Term: 6/01/23 – 5/31/27

Legal Counsel: Jason Jones, Assistant Attorney General since 2023

Staff: Capt. Tom Griffiths, Executive Director since 2020
Susan Johnson, Administrator since 1993

A Message from the Executive Director

During 2023, the Oregon Board of Maritime Pilots welcomed Captain Mitch Allgower and Carrie Banks to the Board and said goodbye to our long-standing Chair, Dan Retzlaff and legal counsel, Katharine DiSalle. Dan's leadership as chair and Katharine's legal advice were instrumental implementing new and emergency rules during the pandemic to make sure pilotage services continued safely and efficiently as well as revising continuing education rules that maximized training in the face of many course cancellations and travel restrictions. During their tenure the OBMP completed significant rule revisions, particularly revamping training and selection of pilots. A huge thank you for their efforts over the years.



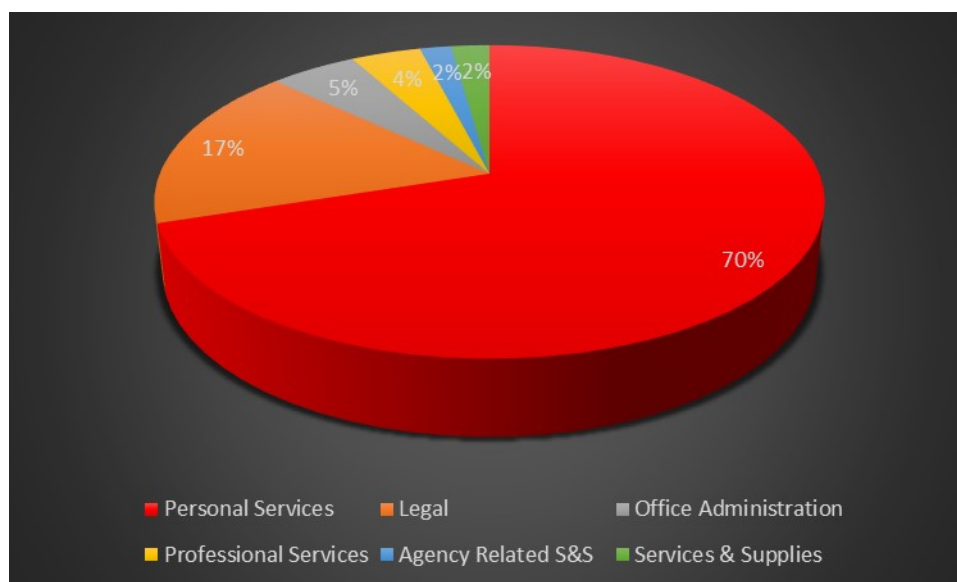
Maritime pilots are high-level maritime professionals and local knowledge experts who have successfully completed highly specialized state regulated training for the waters where they are licensed to pilot ships. Our Board worked hard this year to ensure the highest standards of professionalism and skill through a robust selection and licensing process, fair pilotage rates, regular rule reviews and accident investigations. We completed the first ever board-initiated rate proceeding, setting rates for four categories: vessels in distress, extraordinary pilotage services, a pilot being carried to sea unwillingly and reimbursement for their return to station. Creating definitions and accompanying rates, particularly for extraordinary pilotage, was challenging. It took Board members and staff significant work to research, discuss and decide on what extraordinary pilotage meant. This involved multiple draft notices and proposed rulemakings, culminating in a new definition in our rules and a final rate order.

Regulation of pilotage fits in a unique regulatory niche. In the United States, commercial vessel ship safety, crewing, environmental and security standards are regulated primarily at the federal level by the U.S. Coast Guard. Ships on international voyages are also regulated through International Maritime Organization (IMO) conventions. For regulation of commercial ships, federal regulations generally preempt state regulations, however, one major exception is pilotage of vessels on international voyages which was specifically set aside for the states, even prior to the formation of the United States. Given that over 90% of U.S. import-exports are carried by foreign vessels and subject to state regulated pilotage, OBMP plays a critical role ensuring safe and effective movement of goods through effective, safe and efficient pilotage.

A tremendous Bravo Zulu to our volunteer Board Members for their dedication, judgment and hard work this year. I'm impressed by the great respect and dedication they show for the OBMP responsibilities for safety and efficiency of maritime shipping. Without these volunteers our regulatory system would not function. Finally, we will say goodbye to Susan Johnson, our Administrator since 1993. Her quiet effectiveness was an integral part of making state pilotage work so safely, efficiently and effectively for more than 30 years. A huge thank you for all Susan has done, she will be deeply missed.

CAPT Tom Griffiths

2023-20235 Budget: \$997,700



Revenue

The Board's other fund revenue comes from annual license fees paid by the pilots. For the 2023-25 biennium, that amount is \$3,984 per pilot. The license fee is COLA-adjusted on a biennial basis. There is also a \$50 surcharge per vessel transit.

Expenses

Board expenses are primarily for administrative staff, investigation and legal costs. Legal services are provided by the Attorney General's staff. Legal expenses increase significantly when the Board is involved in a rate proceeding or license action.

Board Activity Summary

Licensing

- 2 Training Assessments
- 11 License Upgrades
- 61 License Renewals
- 4 Licensee Retirements

Administrative

- 6 Board Meetings
- 18 Committee Meetings
- Ongoing Rule Review

Safety

0 Incident Investigations

Rates

- 7 Tariff Adjustments
- 1 Transportation Oversight Committee Recommendation for annual tariff adjustment for transportation expenses



OREGON PILOTAGE TARIFF NO. A-10

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naming rates and charges for:
COLUMBIA RIVER BAR
Original Issue Date: June 1, 2010
Amended: April 8, 2014
Revised Effective: July 15, 2020

COLUMBIA AND WILLAMETTE RIVER
Original Issue Date: June 1, 2010
Revised Effective: September 1, 2019

**COOS BAY BAR
YAQUINA BAY BAR**
Original Issue Date: May 1, 2002
Revised Effective September 1, 2019

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Go to www.oregon.gov/puc/bmp
for the latest tariff publication.

Board Members

Ken Anderson

Ken has been involved in the Columbia River maritime industry for nearly 30 years. In his role as Dispatch Manager at Shaver Transportation, he manages a skilled team to provide excellent service to the maritime industry, pilots, crews, vendors and internal contacts. He is also a member of the Board of Directors of the Marine Exchange of Portland. He holds a B.A. in Economics with a Computer Science Minor from California State University, Sacramento.

Mitch Allgower

Mitch graduated with a B.S. from California Maritime Academy and has over 36 years in the maritime industry. He has been a Columbia River Pilot since 2000. He has a reputation for safety, resolving problems, and improving customer satisfaction while balancing the needs of the State of Oregon.

Carrie Banks

Carrie has a PhD from George Mason University, Institute for Conflict Analysis and Resolution and is currently a private investigator licensed in Oregon. She has served on several boards and is currently writing a book for young adults about domestic violence entitled "Talk About It".

Yuki Kakida Danese

Yuki was appointed to the Board in early 2021 as an industry member managing the logistics of grain cargoes to destinations around the world for the last ten years. She joined the shipping industry not long after graduating from the University of Oregon.

Christopher Farrell

Chris is a Columbia River Bar pilot. After graduating from California Maritime Academy, he worked on tankers, and then spent 22 years working on the largest fisheries ship in the US, working his way up to Master. He is a member of the Nautical Institute and the Council of American Master Mariners.

Leslie Goss

Leslie worked at the federal level at US EPA and on boards and committees addressing land use, coastal zone and harbor management issues at the local level. She adopted Oregon as her home 20+ years ago and has served her children's school district raising significant funds, running bond measure and local option levy campaigns, and serving on several other committees as invited. She is an elected Commissioner for the Palatine Hill Water District, and on the Board at the Union Gospel Mission in Portland.

Fred Myer

Fred has worked at the Port of Portland since 2014 as the Waterways Planner, Senior Manager, Marine Security, and is now the Terminal 6 Manager. In this capacity he manages multimodal operations across three deep draft cargo and two auto carrier berths and a rail yard. He previously had 25 years in the Coast Guard in the Pacific Northwest, Washington D.C., New England and Texas.

George Wales

As a Coos Bay pilot, George has been working in the maritime industry for over 30 years. He has served in the US Navy, and worked on commercial fishing boats, tugboats and tankers.

Licensed Pilots

Columbia-Willamette River Pilotage Ground

Licensed		Licensed	
Allgower, Mitchell	2001	Hurn, Steven	1997
Amos, Paul	1992	Johnson, Dustin	2015
Aschoff, Jon	2008	Lieziert, Christopher	2022
Balensifer, Michael (retired)	1993	Mash, Joshua	2022
Balensifer, Wesley	2021	Nielsen, Jeremy	2014
Barrett, Cedric	2021	Olsen, Darren	2011
Biederman, Fabron	2022	Olson, Elroy (retired)	1993
Boyce, Christopher	2014	Pass, Michael	2020
Burrows, Douglas (retired)	1996	Patching, Charles	1985
Bybee, Don	2015	Patching, Timothy	2014
Coles, Corey	2022	Paulson, Mark	2011
Crippen, Kory	2019	Richard, Stuart (retired)	2001
Culp, Brian	2017	Reinhofer, Randy	2023
Davis, Michael	2011	Ritter, Nicholas	2019
Deaton, Brett	2009	Satalich, Christopher	1998
Dobbins, Charles	2009	Sigfridson, Brian	2019
Dobbins, Jason	2018	Smith, Aaron	2008
Dobbins, Stephen	1999	Smith, Tyler	2023
Eckardt, Christopher	2015	Verbeck, Samuel	2000
Gill, Richard	2006	Warner, Bradley	2012
Harris, Scott	2010	Widme, Aaron	2022
Harris, Timothy	2010	Williams, Corey	1997
Henderson, Rebecca	2012	Wood, Jeremy	2017

*Practicing
man-overboard
exercises.*



Licensed Pilots

Columbia River Bar Pilotage Ground

Licensed		Licensed	
Ackerman, Steven	2016	Matteo, Philip	2008
Black, William	2014	Nehring, Curtis	2005
Brady, James	2011	Sohlberg, Joseph	2014
Christian, Nicholas	2017	Tolley, Michael	2016
Farrell, Christopher	2011	Valentine, Justin	2015
Hails, Mark	2015	Wodehouse, Kahai	2020
Hill, Derek	2018		
Jordan, Daniel	2004		
Julien, Christian	2020		

Coos-Yaquina Bay Bar Pilotage Grounds

Licensed	
Petrusha, Timothy	2019
Wales, George	2011
Woods, Steven	1986



*Board member
Capt. Farrell
boarding by
helicopter.*



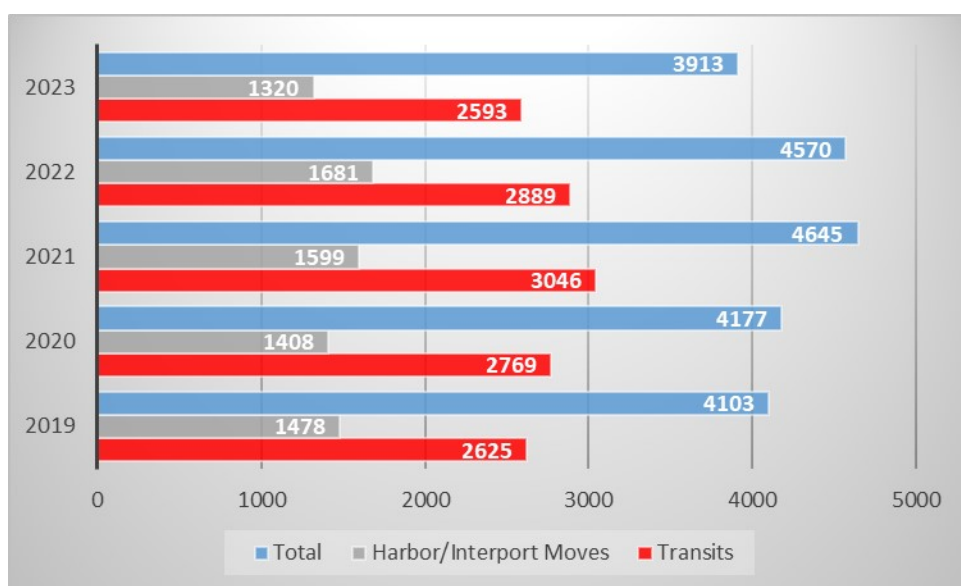


Vessel Activity

A transit is a one-way trip inbound or outbound between Portland and Astoria.

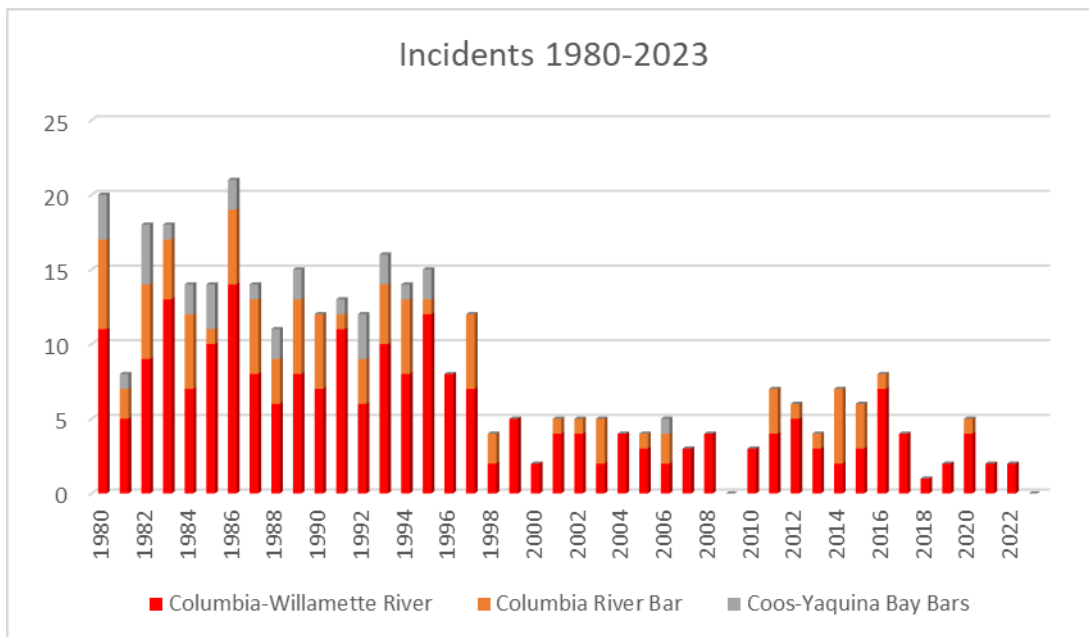
Harbor and interport moves are trips from dock to dock in port or individual trips between ports.

These statistics reflect shipping activity on the Columbia-Willamette River system.

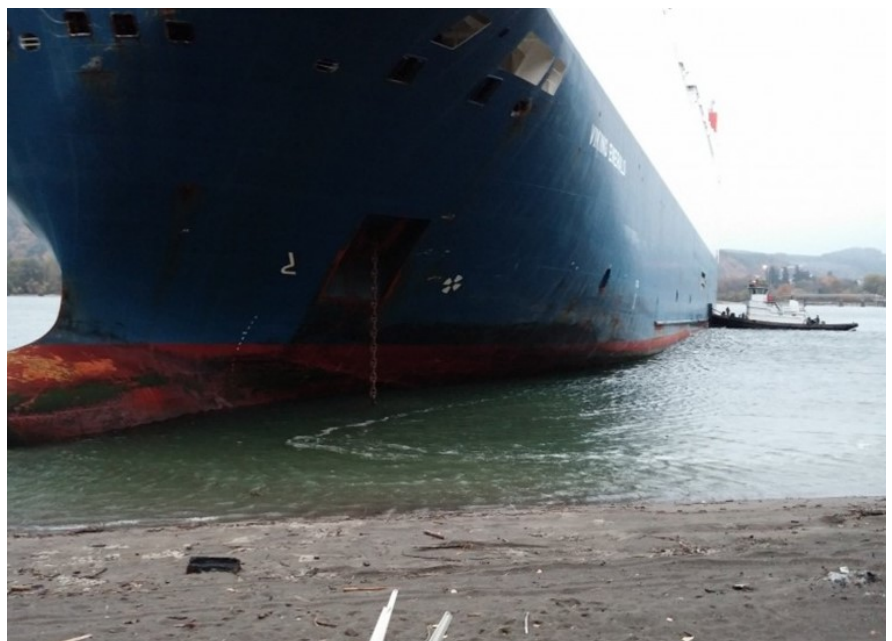


Incidents

The Board has historic records that date back to 1898 documenting incidents. The occurrence of maritime incidents has dramatically declined over the years, due to technological developments, improvements to pilot training and continuing education, and a heightened sense of awareness among pilots. There were no incident investigations in 2023. When taken in the context of the number of pilot assignments, there were no incidents in 3,913 assignments.



The car carrier Viking Emerald ran aground due to a steering error in 2015.



Pilot Selection

The piloting profession is widely considered the pinnacle of a maritime career. Oregon's bar pilots come from careers as masters on ocean-going vessels. Oregon's river pilots usually come with experience on inland vessels such as tugboats. All state pilots typically have ten to fifteen years of maritime experience. The Board qualifies pilot applicants and selects pilot trainees through an application and periodic evaluation process. Applicants are assigned a point score based upon education, experience, licensure and interview examination, which culminates in a ranked list of candidates from which to select pilot trainees.

Pilot Training

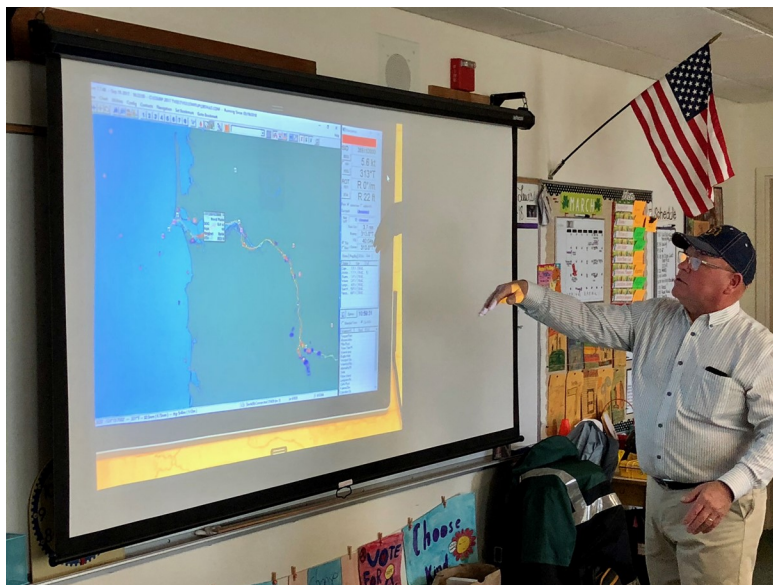
New licenses are issued only after a pilot trainee has completed rigorous program requirements and passed a written training assessment. New pilots are issued limited licenses for a period of at least two years, until they have met qualifications to receive unlimited licenses.

- ✿ There were two pilot trainees who qualified and received an original license.
- ✿ There were thirteen pilots working on limited licenses during this time period.

Licensed Pilots

There were 64 active licenses in the state at the end of 2023: 46 on the Columbia-Willamette Rivers, 15 on the Columbia River Bar and 3 on the Coos/Yaquina Bay Bars.

Oregon pilots often conduct outreach activities. Board member Capt. Elroy Olson gave a presentation on moving vessels on the Columbia River system to elementary school students.





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an agency within the

