

OREGON BOARD OF MARITIME PILOTS

Board Meeting

Notice and Agenda

Meeting Date: May 14, 2026

Meeting Time: 10:30 a.m.

Meeting Location: Portland State Office Building, 800 NE Oregon St Conference Room 1A,
Portland, OR 97232

Oregon Board of Maritime Pilots meetings are open to the public and interested parties are encouraged to attend. For additional information or to receive copies of documents related to any item on this agenda, please contact the Board office.

The meeting is accessible to person with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours before the meeting to Kim Oster at (971) 673-1530, or kim.oster@obmp.oregon.gov.

The Board may enter into Executive Session during the meeting as provided in ORS 192.660(2)(f), to consider information or records that are exempt from disclosure by law, including written advice from the Board's attorney. A Committee may also enter into Executive Session during the meeting as provided in the ORS 192.660(2)(h), to consult with counsel concerning the legal rights and duties of a public body regarding current litigation or litigation likely to be filed.

Board Members

Carrie Banks, Chair

John Bogaty, Vice Chair

Capt. Mitch Allgower

Ken Anderson

Yuki Danese

Capt. Derek Hill

Peter Johnson

Capt. Fred Myer

Capt. George Wales

Agency Staff

Capt. Len Tumbarello, Executive Director

Kim Oster, Administrator

Natascha Smith, Board Counsel

Mandy Standiford, PUC ex-Officio

Roll Call

Agenda review and approval

Review of Minutes #578 from 3/19/2026 meeting (Attachment #1)

Pilots' Reports:

- Capt. Jeremy Nielsen – Columbia River
- Capt. Joe Sohlberg or Capt. Steve Ackerman – Columbia River Bar
- Capt. George Wales – Coos Bay

New Business:

- Officer Elections

Staff Report (Attachment #2)**Committee Reports:**

Rules Review (Attachment #3)

- Date of next meeting: June 22, 2026, at 10:30 a.m.

Transportation Oversight Committee (TOC)

- Date of next meeting: July 6, 2026, at 1:00 p.m.

Announcement of new Oregon Board of Maritime Pilot's logo**Recognition of Capt. Fred Myer****Public Comment**

(Must request before call to order; three minutes maximum per speaker; and only at the discretion of the Board Chair.)

Next Meeting Date: July 16, 2026, via Teams Meeting/Conference Call

License renewals completed since last meeting

Columbia & Willamette River Pilotage Ground:

Kyle R. Burkhalter: License #200 – new expiration date: 4/4/2027
Dustin S. McGrorty: License #201 – new expiration date: 4/18/2027
Samuel J. Verbeck: License #132 – new expiration date: 4/19/2027
Aaron C. Widme: License #192 – new expiration date: 5/23/2027
Richard D. Gill: License #142 – new expiration date: 6/1/2027
Joshua J. Mash: License #193 – new expiration date: 6/22/2027
Andrew M. Bradley: License #202 – new expiration date: 6/28/2027
Michael S. Davis: License #156 – new expiration date: 7/1/2027
Michael D.R. Pass: License #187 – new expiration date: 7/25/2027
Charles P. Dobbins: License #152 – new expiration date: 7/31/2027

Licensees away from grounds

None

Oregon Board of Maritime Pilots

Minutes #578 (Draft)

The Oregon Board of Maritime Pilots met in regular session on March 19, 2026, at 10:30 a.m. via Teams Meeting.

Introduction: Mr. Bogaty called the meeting to order at 10:32am and per roll call, Board representatives present included Vice Chair John Bogaty, Capt. Mitch Allgower, Ken Anderson, Yuki Danese, Capt. Derek Hill, Peter Johnson, Capt. Fred Myer, Assistant Attorney General Natascha Smith, Executive Director Capt. Len Tumbarello, Administrator Kim Oster, and PUC ex-Officio Mandy Standiford. Board members Carrie Banks and Capt. George Wales were absent.

The Board provided recognition and held a moment of silence for U.S. Coast Guard Rescue Swimmer, Tyler Jaggers. Coast Guard Petty Officer 2nd Class Tyler Jaggers, an aviation survival technician assigned to Air Station Astoria, Oregon, passed away the evening of March 5, 2026, as a result of critical injuries suffered during the rescue of a distressed mariner from a commercial ship offshore of Washington on February 27, 2026.

Review and approval of agenda: Mr. Bogaty provided notification that the topic of Board issued equipment would be discussed prior to Pilot Reports.

Motion by Mr. Johnson to approve the agenda, seconded by Mr. Anderson, and carried with Board members Allgower, Anderson, Bogaty, Danese, Hill, Johnson, and Myer in favor, none opposed, and Banks and Wales absent.

Approval of Minutes #577: (Attachment #1) Capt. Hill asked for clarification regarding the Coos Bay Pilot Report and if the replacement is for a singular pilot boat or multiple. Confirmation provided that it should only refer to a singular boat.

Motion by Mr. Johnson to approve the minutes of the January 15, 2026, meeting with the update, seconded by Capt. Allgower, and carried with Board members Allgower, Anderson, Bogaty, Danese, Hill, Johnson, and Myer in favor, none opposed, and Banks and Wales absent.

New Business:

Discussion of Board issued equipment (Attachments #2 & 2.1) – Capt. Tumbarello provided a quick overview of the topic. AAG Smith directed the Board to review Attachment #2 regarding the use of personal devices and separating Board work from personal work. One of the major concerns is with public record retention and requests. If Board members continue to use their personal devices for Board business, it would be their responsibility to retain records as required and there are legal concerns with deleting Board records even on person devices. Ms. Danese asked what the retention currently is. AAG Smith stated that she would look into it. PUC Information Systems Manager, Qing Liu, reviewed the Board's options of iPad vs iPhone. Board members were given a deadline of 4/7/2026 to review the options and provide notification to Capt. Tumbarello.

Pilots' Reports:

Capt. Jeremy Nielsen (Columbia River Pilots) began his report giving a shout out to Capt. Tumbarello for his "Ship Report" segment. He then reported that traffic has been stable. They are projecting a new business opening on the river in the 4th quarter and another potential new business which could lead to the need for an additional pilot. They are monitoring water levels with the low snowpack. There was recently a lost anchor in which a maximum draft vessel lost their engine, the pilot emergency deployed the anchor, it did not hold and was overboard. The 2nd anchor was deployed and held. They were able to safely get to Longview, river traffic was stopped, and the anchor was located by dive teams. The lost anchor was recovered and normal operations resumed within 36 hours. Thanks were provided to the Coast Guard and agent, Bluewater Shipping, for their coordination and help. They have submitted a joint request with the Lower Columbia Region Harbor Safety Committee and CRSOA asking the Coast Guard for evaluation of the new Welch Island Anchorage for official designation. He provided thanks to Capt. Tumbarello and the Board for the pilot safety letter. He reported that there was a recent pilot near miss in which the pilot was transferring to a high ballast vessel with a combination ladder and the handrail collapsed, the pilot was able to maintain their balance and get aboard safely. It was the result of a missed pin on the accommodation ladder/platform. He finished his report providing condolences to Tyler Jagers family.

Capt. Joe Sohlberg (Columbia River Bar Pilots) reported that Capt. Nielsen covered a lot of what he was going to report. They recently participated in the Clatsop County Career Fair and had two pilots present. On 3/3, 30 DEQ staff were there for an all-hands meeting. They attended a crabber spring meeting regarding overall safety on the lower river. They were noticing derelict vessels and docks on the river that were impacting river access, so they notified the Coast Guard, and the concerning items were removed. Their new pilot boat build is underway with a 19 month build time. Thanks to Capt. Chris Farrell for his service as a pilot and for his time on the Board. He finished his report providing condolences to Tyler Jaggers' family.

New Business:

Review of 2025 Board Best Practices Self-Assessment (Attachment #3) – Capt.

Tumbarello provided a summary of the topic and lower scored items. The lowest ranked item was regarding Board trainings and staff are hopeful that doing the required trainings together will help improve this area.

Review & Discussion of CRSOA's Industry Candidate for OBMP recommendation

(Attachment #4) – Capt. Tumbarello provided that with Capt. Myer leaving the Board, a new industry member was needed and CRSOA has provided a recommendation of Elliot Levin. No Board decision is required and Capt. Tumbarello noted that he will be providing the recommendation to the Executive Appointments Office at the Governor's Office. Ms. Danese inquired how many candidates there were. Capt. Tumbarello reported that there was one other candidate but that they did not complete the application in Workday. Capt. Hill inquired about Mr. Levin's understanding of piloting and Mr. Bogaty called on Kate Mickelson to provide additional information. Ms. Mickelson responded that he understands the work of pilots as he was an owner/operator of freighters and tankers and now works for the port. Mr. Bogaty called on Mr. Levin to provide an introduction of himself. Mr. Levin stated that he is familiar with the work of pilots along the river and is familiar with the economics of shipping.

OBMP's Incident Investigation Manual Updates – ED qualified to be Incident

Investigator – Capt. Tumbarello summarized that Appendix 2 of the Incident Investigation Manual was updated to reflect current contacts and would like the rules and Manual to reflect that the Executive Director has the ability to investigate if they meet the qualifications. The Board agreed to move this topic to the Rules Review Committee meeting on 4/28/2026.

Staff Report: (Attachment #5) – Capt. Tumbarello reported that he's been busy and provided a summary of his activities and his 30-60-90 day plan. Mr. Bogaty provided recognition of retiring pilot, Capt. Chris Farrell.

Committee Reports:

Rules Review (Attachment #6) –

- OAR 856-016-0020 – Inactive License: Capt. Tumbarello provided a summary of the proposed amendments including options for reactivation of an inactive license in which Option 1 allows the Administrator to reactivate the license and Option 2 requires Board review and approval.

Motion by Capt. Allgower to move changes to OAR 856-016-0020, including Option 1, to the rulemaking process, seconded by Capt. Myer, and carried with Board members Allgower, Anderson, Bogaty, Danese, Hill, Johnson, and Myer in favor, none opposed, and Banks and Wales absent.

- OAR 856-025-0005 – Delegations of Authority: Capt. Tumbarello provided a summary of the proposed amendments including fixing a typo in (3)(a) and the addition of (3)(c) based upon the amendments to OAR 856-016-0020.

Motion by Capt. Allgower to move changes to OAR 856-025-0005, to the rulemaking process, seconded by Capt. Hill, and carried with Board members Allgower, Anderson, Bogaty, Danese, Hill, Johnson, and Myer in favor, none opposed, and Banks and Wales absent.

The next Rules Review Committee meeting is scheduled for 4/28/2026.

Public Comment:

Capt. Jeremy Nielsen commented that he wanted the record to reflect that he said “admirable job” to Capt. Tumbarello for his “Ship Report” segment. He then expressed concern with the Executive Director being an investigator and that they may not provide enough impartiality to a situation involving the pilots.

Kate Mickelson thanked the Board for the opportunity and for their patience with providing a new Board member recommendation. She thanked Capt. Farrell and Capt. Myer for their dedicated service to the Board the industry and Capt. Nielsen for his work advancing the application for the Welch Island anchorage.

Mr. Bogaty closed the meeting by providing thanks to Qing Liu, Kate Mickelson, Elliott Levin, and Capt. Chris Farrell.

There being no further business, the meeting adjourned at 11:56am.

NEXT MEETING DATE: May 15, 2026, at 10:30am at the Portland State Office Building

Respectfully submitted,

Kim Oster, Administrator

License Renewals – As submitted on the agenda, the following licenses have been renewed:

Columbia & Willamette River Pilotage Ground: A. Hudkins #199, J. Nielsen #163, A. Smith #147, S. Hurn #126, D. Bybee #171, B. Deaton #151, P. Amos #111, C. Williams #125, D. Johnson #172, C. Lieziert #191, W. Balensifer #188, S. Harris #153, and *Columbia River Bar Pilotage Ground:* M. Hails #170, K. Wodehouse #186, C. Nehring #140, and N. Christian #176.

Staff Report

May 14, 2026

Attachments

Budget Report through April 2026

Revenue collected through April 2026

Board Operations Fee collected through March 2026

Q1 Fatigue Report

2025 Annual Report

ED Action Tracker

Meetings

- 4/13: Transportation Oversight Committee
- 4/14: ED Attended CRSOA's Industry Breakfast (Cascadia Tech)
- 4/15: ED CRBP Helo Ride & Pilot Xfer Observance
- 4/27: ED Lunch meeting with Elliot Levin
- 4/28: Rules Review Committee
- 5/8: ED Blue Economy Workforce Development Workshop
- 5/12: ED briefed Cascadia Tech Maritime Program

Updates

- ED update:
 - Final 30/60/90 Update
 - 2025 Annual Report
 - LINKEDIN, You Tube & OBMP Website (Pic/Video Approval Process)
 - Monthly Maritime Situational Awareness Brief
 - OBMP Action Tracker Update
 - OBMP Industry Member Transition Update

- License upgrades:
 - Capt. J. Brock received his B license on 3/29/2026
- Rule Notices filed on 3/19/2026. No comments were received from the public and they became permanent on 5/7/2026.
 - Inactive Status – OAR 856-016-0020
 - Delegations of Authority – OAR 856-025-0005
- Title II of the Americans with Disabilities Act (ADA) – Federal requirement to ensure accessibility of web content provided by State and Local Governments deadline extended to 4/26/2027

Budget Reports for 2025-2027 Biennium

Beinnium Period
Calendar Month
Calendar Year

OBMP
86000-0054-01

		Total LAB	Actual Exp to Date	Expected Exp to Date	Remaining Budget	Remaining Expected Exp
Personnel Cost						
PER1	Total Salaries & Wages	501,268	179,968	187,976	321,300	313,293
PER2	Temporary Appointments	-	-	-	-	-
PER3	Total Other Payroll Expenses	251,525	77,143	94,322	174,382	157,203
PER4	Budget Adjustments	-	-	-	-	-
Total Personal Services		752,793	257,111	282,297	495,682	470,496
Services & Supplies						
4100	Instate Travel	9,851	1,297	3,694	8,554	6,157
4125	Out of State Travel	1,143	-	429	1,143	714
4150	Employee Training	999	-	375	999	624
4175	Office Expenses	11,663	1,033	4,374	10,630	7,289
4200	Telecommunications	3,317	1,638	1,244	1,679	2,073
4225	State Government Service Charges	268	431	101	(163)	168
4250	Data Processing	2,480	-	930	2,480	1,550
4275	Publicity and Publications	2,149	499	806	1,650	1,343
4300	Professional Services	42,707	-	16,015	42,707	26,692
4315	IT Professional Services	-	-	-	-	-
4325	Attorney General	223,509	12,317	83,816	211,192	139,693
4375	Employee Recruitment & Development	-	-	-	-	-
4400	Dues and Subscriptions	-	268	-	(268)	-
4425	Facilities Rental and Taxes	36,935	19,311	13,851	17,624	23,084
4475	Facilities Maintenance	-	-	-	-	-
4575	Agency Program Related Svcs & Supp	18,603	262	6,976	18,341	11,627
4650	Other Services & Supplies	1,939	-	727	1,939	1,212
4700	Expendable Property 250 - 5000	1,588	85	596	1,503	993
4715	IT Expendable Property	1,765	-	662	1,765	1,103
Total Services & Supplies		358,916	37,141	134,594	321,775	224,323
Total Capital Outlay		-	-	-	-	-
6055	Dist to Non-Gov Units	-	70	-	(70)	-
Total Expenditures		1,111,709	294,322	416,891	817,387	694,818

Financial 25-26

Revenue	July	August	September	October	November	December	January	February	March	April
License Fees	\$ 16,274.00	\$ 30,254.00	\$ 17,288.00	\$ 17,288.00	\$ 21,610.00	\$ 25,932.00	\$ 38,898.00	\$ 38,898.00	\$ 12,966.00	\$ 30,254.00
Records Copies										
Rate Hearings										
Ops Fee	\$ 11,800.00	\$ 19,100.00	\$ 16,350.00	\$ 18,100.00	\$ 19,430.00	\$ 6,940.00	\$ 16,150.00	\$ 20,020.00	\$ 24,710.00	\$ 9,590.00
Bond Deposits									\$ (250.00)	
Monthly Totals	\$ 28,074.00	\$ 49,354.00	\$ 33,638.00	\$ 35,388.00	\$ 41,040.00	\$ 32,872.00	\$ 55,048.00	\$ 58,918.00	\$ 37,426.00	\$ 39,844.00

**OPERATIONS FEE
COLLECTIONS**

	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26
Columbia River Bar									
Amount Invoiced	\$ 8,400.00	\$ 7,910.00	\$ 9,450.00	\$ 7,630.00	\$ 8,190.00	\$ 8,890.00	\$ 7,560.00	\$ 8,050.00	\$ 8,050.00
Amount Collected	\$ 6,200.00	\$ 7,690.00	\$ 8,900.00	\$ 8,940.00	\$ 7,420.00	\$ 8,680.00	\$ 8,400.00	\$ 7,910.00	\$ 10,780.00
Columbia River									
Amount Invoiced	\$ 7,190.00	\$ 8,960.00	\$ 8,050.00	\$ 7,410.00	\$ 8,610.00	\$ 8,050.00	\$ 7,630.00	\$ 8,470.00	\$ 8,820.00
Amount Collected	\$ 6,050.00	\$ 7,480.00	\$ 8,960.00	\$ 8,810.00	\$ 6,800.00	\$ 8,730.00	\$ 9,240.00	\$ 7,700.00	\$ 9,590.00
Coos Bay									
Amount Invoiced	\$ 580.00	\$ 420.00	\$ 1,120.00	\$ 700.00	\$ 980.00	\$ 840.00	\$ 840.00	\$ 560.00	\$ 560.00
Amount Collected	\$ 400.00	\$ 780.00	\$ 240.00	\$ 1,680.00	\$ 140.00	\$ 1,260.00	\$ 840.00	\$ 700.00	\$ 700.00
Deposit	\$ 12,650.00	\$ 15,950.00	\$ 18,100.00	\$ 19,430.00	\$ 14,360.00	\$ 18,670.00	\$ 18,480.00	\$ 16,310.00	\$ 21,070.00

Columbia River Bar Pilotage Ground			Q1 2025		Q2 2025		Q3 2025		Q4 2025		Q1 2026	
OAR Language Standards Adopted by this Pilotage Ground:			Total Exceedances:	Percentage of Transits Resulting in Exceedances:	Total Exceedances:	Percentage of Transits Resulting in Exceedances:	Total Exceedances:	Percentage of Transits Resulting in Exceedances:	Total Exceedances:	Percentage of Transits Resulting in Exceedances:	Total Exceedances:	Percentage of Transits Resulting in Exceedances:
OAR: 856-010-0029 / Fatigue Mitigation Programs / (1) Pilot organizations shall adopt and maintain fatigue management programs that are based on peer-reviewed science in the fields of occupational or sleep medicine and that, at a minimum:	(a) Limit the number of continuous hours on duty;	CRBP fatigue mitigation program guidance limits pilots to < 8 hours at night.	6	0.8%	6	0.8%	2	0.3%	9	1.3%	1	0.1%
		CRBP fatigue mitigation program guidance limits pilots to < 12 hours.	0	0.0%	0	0.0%	0	0.0%	1	0.1%	0	0.0%
	(b) Provide off-duty time sufficient for an adequate, continuous sleep opportunity at least once each 24 hour period;	CRBP fatigue mitigation program guidance targets > 11 hours of rest between assignments.	0	0.0%	0	0.0%	6	0.8%	3	0.4%	0	0.0%
	(c) Mitigate cumulative fatigue associated with work during successive circadian low periods; and	CRBP fatigue mitigation program guidance limits pilots to 3 successive nights of work.	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	(d) Limit the number of successive days on duty.	CRBP fatigue mitigation program guidance limits pilots to no more than 7 work days without a 24 hour break.	2	0.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Vessel Transits this Quarter:			749		742		750		692		711	

Columbia/Willamette River Pilotage Ground			Q1 2025			Q2 2025			Q3 2025			Q4 2025			Q1 2026		
OAR Language		Standards Adopted by this Pilotage Ground:	Total Exceedances:	Percentage of Transits Resulting in Exceedances:	Percentage of Total Pilot Assignments Resulting in Exceedances:	Total Exceedances:	Percentage of Transits Resulting in Exceedances:	Percentage of Total Pilot Assignments Resulting in Exceedances:	Total Exceedances:	Percentage of Transits Resulting in Exceedances:	Percentage of Total Pilot Assignments Resulting in Exceedances:	Total Exceedances:	Percentage of Transits Resulting in Exceedances:	Percentage of Total Pilot Assignments Resulting in Exceedances:	Total Exceedances:	Percentage of Transits Resulting in Exceedances:	Percentage of Total Pilot Assignments Resulting in Exceedances:
OAR: 856-010-0029 / Fatigue Mitigation Programs / (1) Pilot organizations shall adopt and maintain fatigue management programs that are based on peer-reviewed science in the fields of occupational or sleep medicine and that, at a minimum:	(a) Limit the number of continuous hours on duty;	COLRIP fatigue mitigation program limits pilots continuous duty to 12 hours.	6	0.8%	0.5%	19	2.8%	1.9%	18	2.4%	1.7%	15	2.2%	1.5%	18	2.5%	1.6%
	(b) Provide off-duty time sufficient for an adequate, continuous sleep opportunity at least once each 24 hour period;	COLRIP fatigue mitigation program requires ≥ 9.5 hours of rest if the Pilot is between ships in Astoria.	12	1.7%	1.1%	10	1.5%	1.0%	5	0.7%	0.5%	4	0.6%	0.4%	10	1.4%	0.9%
		COLRIP fatigue mitigation program requires ≥ 12.0 hours of rest if the Pilot is between ships in Portland.	1	0.1%	0.1%	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.0%
	(c) Mitigate cumulative fatigue associated with work during successive circadian low periods; and	COLRIP fatigue mitigation program requires that a pilot work no more than three successive circadian low periods.	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.0%
	(d) Limit the number of successive days on duty.	COLRIP fatigue mitigation program requires that a pilot work no more than 14 consecutive days.	0	0.0%	0.0%	0	0.0%	0.0%	0	0.0%	0.0%	2	0.3%	0.2%	0	0.0%	0.0%
Vessel Transits this Quarter:			710			677			735			683			720		
Pilot Assignments this Quarter:			1096			1025			1041			1029			1097		

Coos Bay/Yaquina Bay Bar			Q1 2025		Q2 2025		Q3 2025		Q4 2025		Q1 2026	
OAR Language Standards Adopted by this Pilotage Ground:			Total Exceedances:	Percentage of Transits Resulting in Exceedances:	Total Exceedances:	Percentage of Transits Resulting in Exceedances:	Total Exceedances:	Percentage of Transits Resulting in Exceedances:	Total Exceedances:	Percentage of Transits Resulting in Exceedances:	Total Exceedances:	Percentage of Transits Resulting in Exceedances:
OAR: 856-010-0029 / Fatigue Mitigation Programs / (1) Pilot organizations shall adopt and maintain fatigue management programs that are based on peer-reviewed science in the fields of occupational or sleep medicine and that, at a minimum:	(a) Limit the number of continuous hours on duty;	Pilots should have a minimum of 12.0 hours off duty following a duty period to permit an 8-hour sleep opportunity.	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	(b) Provide off-duty time sufficient for an adequate, continuous sleep opportunity at least once each 24 hour period;	Duty periods should be limited to 12 consecutive hours .	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	(c) Mitigate cumulative fatigue associated with work during successive circadian low periods; and	A pilot should experience no more than three consecutive calendar nights of duty time that infringe in any amount on the circadian low period.	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
	(d) Limit the number of successive days on duty.	Pilot work schedules should not exceed 14 consecutive days during which duty time is incurred.	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Vessel Transits this Quarter:			26		30		32		36		28	

Oregon Board of Maritime Pilots



Annual Report
2025

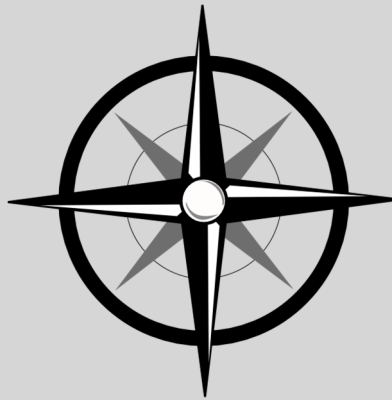


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On the cover: Pilot boarding by helicopter

Inside cover: Pilot preparing to Board



Board of Maritime Pilots
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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, Columbia County, 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:

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

John Bogaty, Vice Chair
Term: 6/5/24 – 5/25/26

Peter Johnson
Term: 5/3/25 – 5/2/29

Industry:

Yuki Kakida Danese
Term: 3/1/25 – 2/28/29

Ken Anderson
Term: 6/10/22 – 6/9/26

Capt. Fred Myer
Term: 6/10/22 – 6/9/26

Pilot:

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

Capt. Derek Hill
Term: 12/19/24 – 12/18/28

Capt. George Wales
Term: 6/1/23 – 5/31/27

Legal Counsel: Jason Jones, Assistant Attorney General since 2023

Staff: Capt. Len Tumbarello, Executive Director since 2025
Kim Oster, Administrator since 2024

A Message from the Executive Director

On behalf of the Oregon Board of Maritime Pilots, I am proud to present the Board's 2025 Annual Report and highlight the work accomplished this year to support safe, reliable, and efficient pilotage on Oregon's waterways.



Oregon's maritime pilots play a vital role in protecting life, property, and the marine environment while ensuring the uninterrupted movement of commerce through the Columbia River, Willamette River, Yaquina Bay, and Coos Bay. Their work demands exceptional proficiency, disciplined risk management, and sound judgment—often in challenging conditions where experience and preparation matter most. Our maritime pilots displayed these attributes throughout 2025 which led to an impressive result of zero vessel incidents during the entire year. The Board remains steadfast in its responsibility to uphold high professional standards, ensure public safety, and provide strong oversight of pilotage services across the State of Oregon.

Late in 2025, the Board also experienced an important leadership transition. We said farewell to Captain Tom Griffiths, who served as Executive Director for five years with impeccable professionalism, integrity, and dedication. Captain Griffiths leaves a legacy of steady leadership and trusted service to the Board, Oregon's pilots, and our industry and government partners. I am honored to follow in his wake and grateful for the foundation he helped strengthen during his tenure.

It has been a privilege to begin service as the Board's new Executive Director, and I am proud to report tangible accomplishments completed in 2025, each reinforcing the Board's focus on readiness, transparency, and long-term capability:

- Columbia River Pilots and Columbia River Bar trainee evaluations were completed, resulting in ranked order lists that were reviewed and approved by the Board, supporting a merit-based and accountable approach to pilot development and qualification.
- The Board completed 10 rule amendments, including expanding on license restrictions, adding clarifications, and updating the pilot license renewal fee.

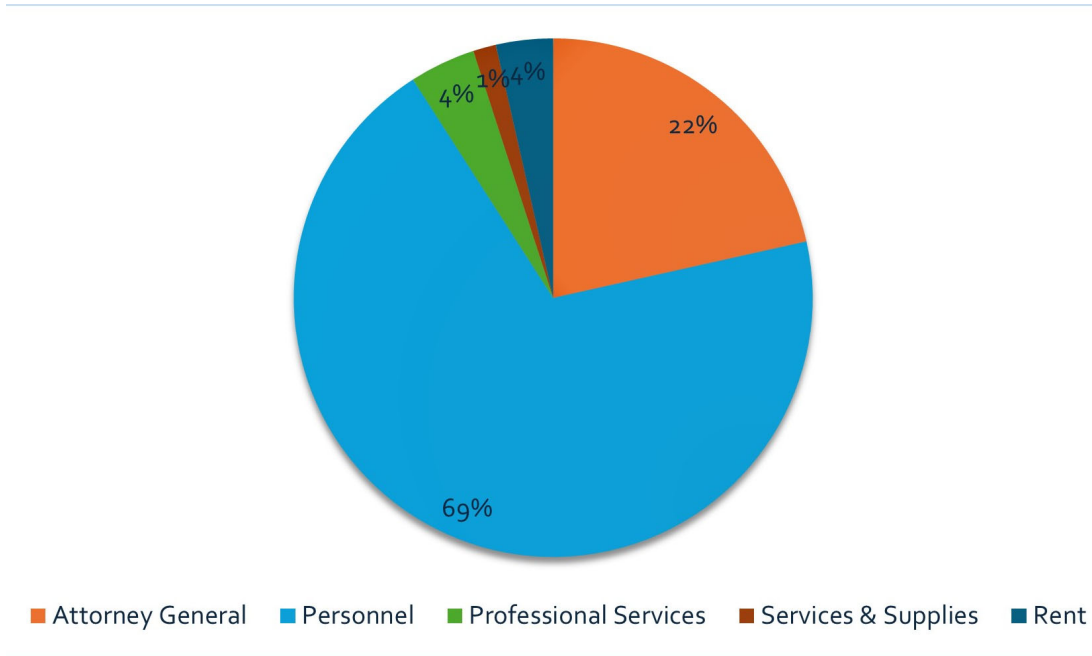
These outcomes reflect the Board's continued commitment to clear standards, responsible governance, and forward-looking investment in the tools and talent necessary to maintain safe and effective pilotage services for Oregon.

I extend my sincere appreciation to Oregon's maritime pilots, the Board's nine Governor-appointed members, Public Utility Commission staff, and our maritime industry partners for their dedication, professionalism, and collaboration throughout 2025. The strength of Oregon pilotage is built on trust, competence, and a shared commitment to safety—and it is an honor to support that mission.

As we look ahead, the Oregon Board of Maritime Pilots will remain focused on continuous improvement, sound oversight, and ensuring pilotage services remain reliable and resilient for the people and economy of Oregon. I look forward to another great year ensuring navigational safety and the efficient movement of goods through Oregon waters.

Captain Len Tumbarello

2025-2027 Budget: \$1,080,248



Revenue

The Board's revenues come from annual license fees paid by the pilots and a fee paid by ships. For the 2025-27 biennium, the license fee is \$4,322 per pilot. The license fee is COLA-adjusted on a biennial basis. The ship fee is \$100 per port call.

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

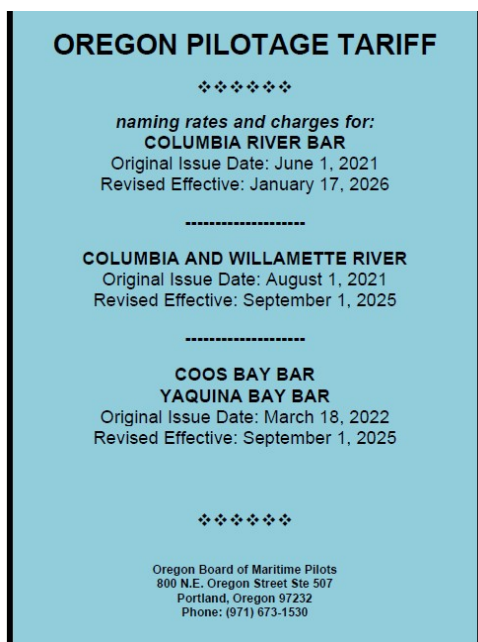


Licensing

- 5 Training Assessments
- 7 License Upgrades
- 56 License Renewals
- 1 Licensee Retirement

Administrative

- 6 Board Meetings
- 7 Committee Meetings
- Ongoing Rule Reviews
- Expanded Use of Simulator



Safety

0 Incident Investigations

Rates

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

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 over 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 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".

John Bogaty

John has a Masters degree in accounting and is currently a small business owner in Portland. John served on the Riverdale School Board for 9 years prior to being appointed to the Oregon Board of Maritime Pilots.

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.

Derek Hill

Derek attended Maine Maritime Academy and spent 24 years sailing aboard deep sea commercial vessels, primarily container ships. He joined the Bar Pilots in 2018. He and his family reside in Astoria, Oregon.

Peter Johnson

Peter is an Insurance executive with 35 years of industry experience. A fourth generation Oregonian, Peter is dedicated to the long-term success and sustainability of the Northwest business community.

Fred Myer

Fred worked at the Port of Portland from 2014 - 2025 as a terminal and marine security manager and waterways planner. Before that he spent 25 years in the Coast Guard, serving on cutters in Alaska and Oregon and as a marine safety and law enforcement professional across New England, Texas, Oregon, Washington and Virginia. His wife Lisa hails from Tacoma, WA. They now live happily in Tigard, OR.

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, Wesley	2021	Mash, Joshua	2022
Barrett, Cedric	2021	McGorty, Dustin	2025
Biederman, Fabron	2022	Nielsen, Jeremy	2014
Boyce, Christopher	2014	Olsen, Darren	2011
Bradley, Andrew	2025	Pass, Michael	2020
Brock, Jeremy	2025	Patching, Charles	1985
Burkhalter, Kyle	2025	Reinhofer, Randy	2023
Bybee, Don	2015	Ritter, Nicholas	2019
Coles, Corey	2022	Sigfridson, Brian	2019
Crippen, Kory	2019	Smith, Aaron	2008
Culp, Brian	2017	Smith, Tyler	2023
Davis, Michael	2011	Verbeck, Samuel	2000
Deaton, Brett	2009	Warner, Bradley	2012
Dobbins, Charles	2009	Widme, Aaron	2022
Dobbins, Jason	2018	Williams, Corey	1997
Dobbins, Stephen	1999	Wood, Jeremy	2017
Eckardt, Christopher	2015		
Gill, Richard	2006		
Glaser, Erik	2024		
Harris, Scott	2010		
Harris, Timothy	2010		
Hudkins, Andrew	2025		



Pilot boarding in Astoria



Licensed Pilots

Columbia River Bar Pilotage Ground

Licensed

Ackerman, Steven	2016
Black, William	2014
Boldemann, Bryan	2025
Brady, James	2011
Christian, Nicholas	2017
Farrell, Christopher	2011
Hails, Mark	2015
Hill, Derek	2018
Jordan, Daniel	2004
Julien, Christian	2020
Matteo, Philip (retired)	2008
Nehring, Curtis	2005
Sohlberg, Joseph	2014
Tolley, Michael	2016
Valentine, Justin	2015
Wodehouse, Kahai	2020



Coos-Yaquina Bay Bar Pilotage Grounds

Licensed

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



Coos Bay



Vessel Activity

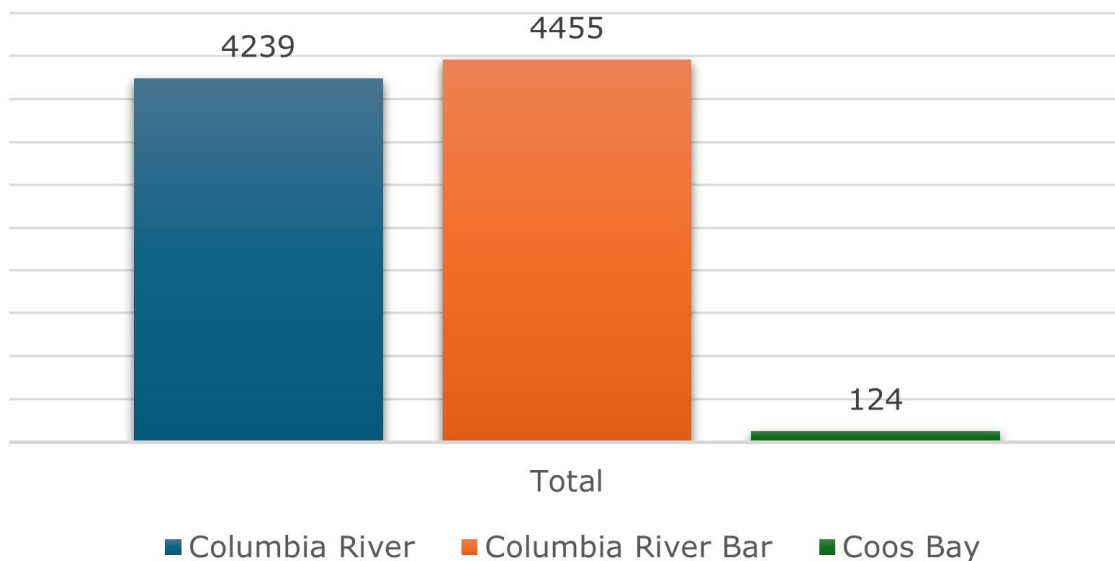
A transit is a one-way trip inbound or outbound between Portland and Astoria.

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



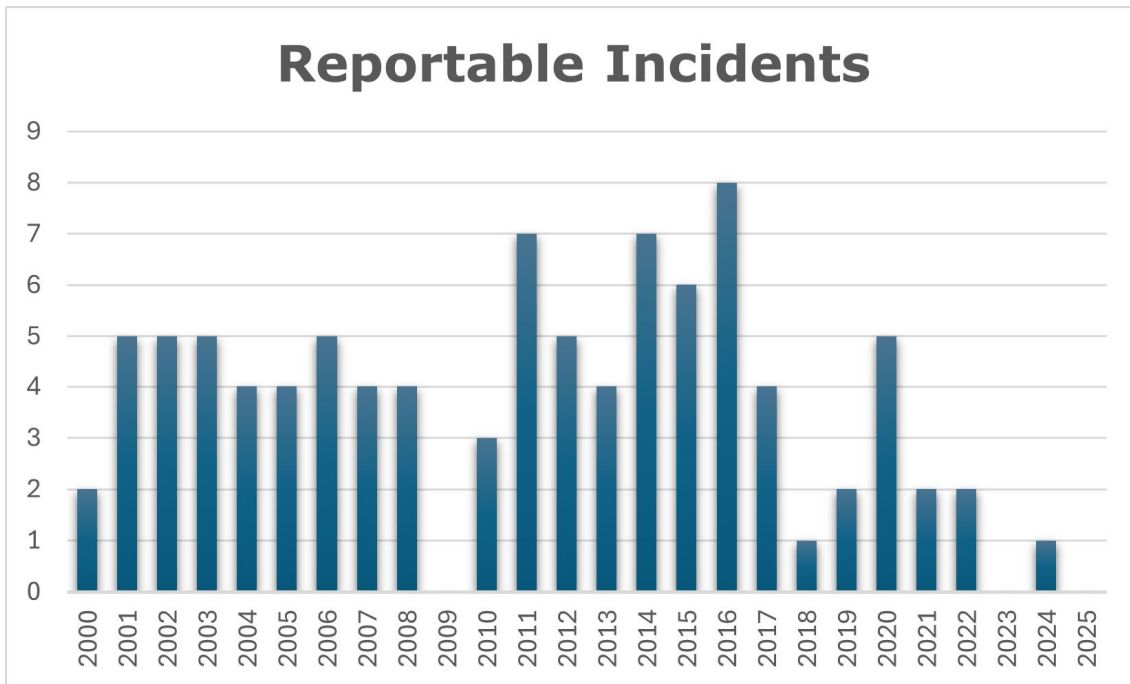
Ship traffic on the Willamette River

Vessel Activity by Grounds

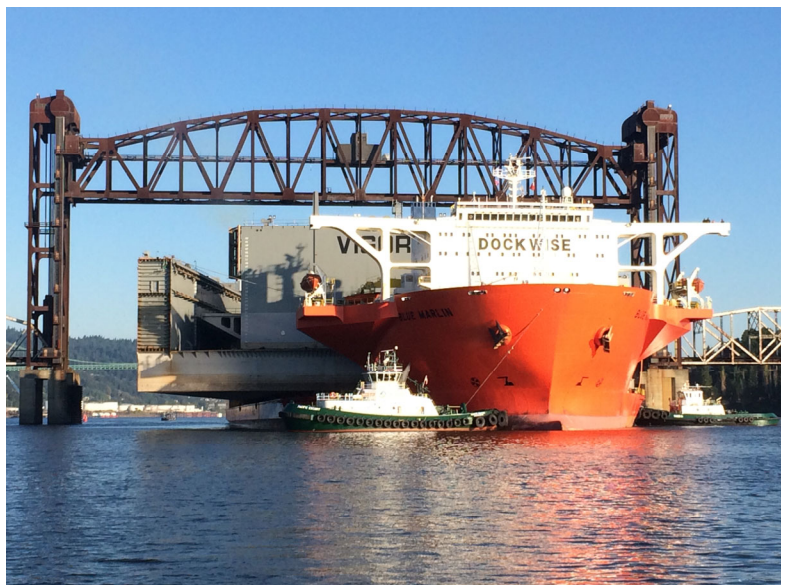


Incidents

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 incidents in 2025.



State pilots are critical to safely navigate large ships through narrow bridges.



Pilot Selection

The piloting profession is widely considered the pinnacle of a maritime career. Oregon's bar pilots come from careers as masters on deep draft 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 oral examination. A bridge simulator examination is also required for the Columbia River Bar and Columbia River and Willamette River pilotage grounds. The scores culminate in a ranked list of candidates from which pilot trainees are selected.

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

Licensed Pilots

There were 62 active licenses in the state at the end of 2025:

- ✿ 44 on the Columbia-Willamette Rivers
- ✿ 15 on the Columbia River Bar
- ✿ 3 on the Coos/Yaquina Bay Bars

Outbound in heavy seas





State of Oregon Compulsory Maritime Pilotage:

Protecting the Marine Environment & Facilitating Responsible Maritime Commerce Thru Safe, Efficient and Reliable Pilotage Service

What is Maritime Pilotage?

Compulsory maritime pilotage is a **navigation safety regulation** & by far the most effective mechanism available to the Oregon government to ensure the safety of human life, protect the marine environment, & facilitate the flow of maritime commerce. It is effective because it places a highly trained, well experienced & government-licensed compulsory pilot on the bridge of required ships:

- possessing **unmatched knowledge** of the local waterways;
- with **expert ship-handling skills**; &
- whose sole purpose is to **protect the public interest** & the waters for which they are licensed.

Why Pilotage is so effective in facilitating the efficient movement of maritime commerce while protecting the marine environment?

Compulsory pilots are required to **exercise informed independent judgment** while resisting the commercial & economic pressures commonly faced by shipping companies. A pilot must continually decide between different courses of action. For example, whether a ship should proceed in heavy fog, heavy weather or other unexpected conditions; whether a ship should wait for particular tides, currents, or weather conditions; whether one route or maneuver should be used rather than another that might take more time; or whether a ship should move at a lower than normal speed despite its schedule. **Pilots are insulated from these economic pressures & are empowered to make decisions based solely on safety considerations.**

Although compulsory pilots are not government employees, they perform what is, in fact, a public service. A pilot's primary responsibility is to **protect the interests of the people & marine environment on waters for which they are licensed**. In that respect, the principal customer of a pilot's service is NOT the ship or shipowner but rather the citizens & the public interests.

How Pilotage is overseen?

Since 1846, compulsory pilotage has been provided through a comprehensive regulatory system administered by the Oregon Board of Maritime Pilots (OBMP). The OBMP does far more than merely set rules for the issuance of pilot licenses to individuals. In addition to requiring ships to use a pilot, this Board seeks to ensure that **trained, competent, and physically capable pilots are available 24 hours a day, 365 days a year** through the establishment of pilotage rates that generate adequate revenues.

What it takes to maintain a modern, safe, efficient & reliable Pilotage system?

Although piloting is a service provided by an individual, pilotage operations are necessarily capital intensive. A modern, safe, efficient, & reliable pilotage operation requires such things as pilot boats, crews, maintenance staffs; dispatchers; training programs; radios; & hi-tech electronic navigation equipment. While this infrastructure has a cost, compulsory pilotage services are provided at **no cost to State of Oregon taxpayers**. The costs of maintaining the pilotage systems are funded thru government established pilotage fees, which are paid principally by foreign flag shipping interests.

Oregon Board of Maritime Pilots
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Portland, OR 97232
971-673-1530

an agency within the



OBMP ACTION TRACKER

UPDATED: MAY 2026

Purpose: Drive follow-through on Board priorities with clear ownership & timelines.

Theme	Issue	Proposed Action	Owner	Target Date	Status
Board Efficiency	Board Packets could be more timely	Board mtg Agenda & docs to be sent out at least 1 week prior	ED + Admin	Ongoing	Completed
	Certain Board Docs are hard to absorb	Provide Executive Summary if deemed appropriate	ED + Admin	Ongoing	As Appropriate
	True Understanding of Pilot's Job	ED to set up ship rides with Pilots & text opportunities to all board mbrs	ED	Ongoing	Quarterly
		ED to Job Shadow Duty Pilot	ED	Ongoing	Bi-Annual
		ED to produce a "how to" manual to become a pilot	ED	Ongoing	In Progress
	Monthly Maritime News Summary	ED to compile regional/national news & send to board members	ED	Ongoing	Bi-Monthly
Safety/Risk	Incident Investigation Manual (IM) needs updating	Update App.2	Admin	N/A	Completed
		Update current rule & IM policy manual Rules meeting prior to seeking approval for changes thru the Board	ED/Rules Comm	1-Jul-26	In Progress
		Annual Incident Management Drill/Exercise	ED		In Progress
	Bridge Air Gap Sensor Mtg w/OR Legislature	Set up briefing date/time with OR Legislature	Mandy Standiford	Ongoing	In Progress
Stakeholder Comms	Improve Public Awareness/Exposure	New OBMP logo design	ED	14-May-26	In Progress
		Procure items w/new logo for board mbrs, public & in-house use	ED	1-Jul-26	In Progress
		Add to OBMP website	Admin	Ongoing	In Progress
		Set up OBMP linkedin Account	ED	Ongoing	In Progress
		Avg Year & OR Compulsory Pilotage Hand-outs	ED	Ongoing	Complete
		<u>ED to attend venues & present on OBMP, pilots & maritime careers to public; recruiting efforts</u>	ED	Ongoing	In Progress
Modernization	Not all board members using State issued IT equip	Procure/distribute new IT equip	ED+Admin	14-May-26	In Progress
	Public not able to join virtually during virtual or in-person board meetings	1st Attempt will be at 19 Mar virtual meeting & then at 14 May in person mtg	Admin	19-Mar-26 14-May-26	In Progress In Progress
	Coos Bay Replacement Pilot Boat	Research public maritime entity related grant s to pursue	CB Pilots + ED	Ongoing	In Progress
	OBMP hard files not managed for years	Properly Archive & Shred Old Files;	Admin	Ongoing	In Progress
		Electronically file records	Admin	Ongoing	Completed
		Mat & Frame the oldest & most historical docs	ED		Not Started
	Board Mbrs Required Annual Training in WorkDay	Complete during In-Person Brd Mtg	Admin	30-Nov-26	In Progress

Rules Review Committee

April 28, 2026

1:00pm

Members: Capt. Mitch Allgower, John Bogaty, Yuki Danese, and Capt. Derek Hill

Staff: Capt. Len Tumbarello, AAG Natascha Smith, and Kim Oster

New Business:

OAR 856-019-0010 – Incident Investigation Procedures

Mr. Bogaty welcomed everyone to the meeting and turned it over to Capt. Tumbarello to introduce the rule and proposed changes. Capt. Tumbarello provided that he is the one driving this proposed rule change after he reviewed the Incident Investigation Policy and Procedures. He believes that readiness to respond to an incident during the first hours will directly impact the public's confidence and organizational credibility. Per the rules, the pilot Board member for each pilotage grounds are the preliminary investigators. His first suggested amendment is to update the order of notification to be notification to the Executive Director first, then to the Board Chair. Based on the inability to maintain a list of qualified independent investigators, he is also suggesting amending the rule to reflect that the Executive Director can be the investigator if qualified.

The committee had reservations about the proposed change and noted that an independent investigator is best practice. AAG Smith reported that legally, the biggest concern would be if an investigation led to the revocation of a pilot's license and if there would be a concern of a conflict of interest.

Mr. Bogaty asked if there was any additional discussion of what would be best practice? Is there any insight into what other pilot boards or groups do? Is there a standard practice? Capt. Hill reported that he can't speak to what other groups do but it would be best to remove any chance of a conflict of interest and impartiality. There was a concern about the Executive Director

making a determination of pilot fault and causing strain with the pilotage group in which the incident occurred.

Capt. Tumbarello reiterated that a list of investigators does not currently exist, and it could take a while to get someone. Mr. Bogaty expressed his concern that there isn't a list while the rule states the Board is to maintain one. Based on discussion, it appears that there are concerns either way with the Executive Director making a determination of pilot fault and causing strain with the group or making a determination of no fault and it appears that there was not impartiality.

Capt. Allgower clarified that (9) specifies that the investigation and subsequent report is a group effort, and any conclusion is decided upon by the Board. He asked that focus be kept on the fact that investigations are a collaborative effort. He believes that the Board should look at external options prior to taking on this task internally.

Ms. Danese asked if there is anything that currently prevents the Executive Director from filing the role as investigator. AAG Smith stated that she would look into the history of the rule and the reason why it might exclude the Executive Director.

Mr. Bogaty provided a summary of the discussion that option 1 would be to use an independent investigator and option 2 would be to use the Executive Director if qualified. He then asked AAG Smith to update the redline to address concerns brought up.

AAG Smith stated that there are some policy questions that will need to be discussed so she will bring options to the next meeting.

Capt. Tumbarello reported that he will reach out to other pilot boards to see how they handle investigations and research independent investigators.

Mr. Bogaty confirmed that next steps are for AAG Smith and Capt. Tumbarello to gather information then work together to bring an amended proposal to the next meeting.

The next meeting is scheduled for June 22, 2026, at 10:30am.

The meeting adjourned at 1:56pm.