

Oregon Board of Maritime Pilots



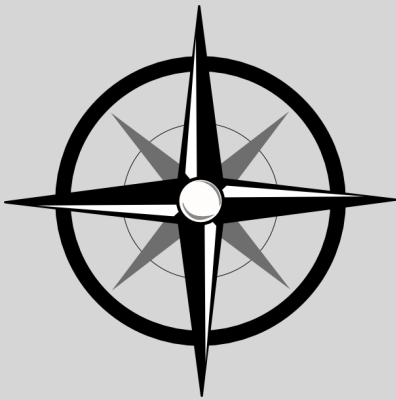
**Annual Report
2024**



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On the cover: Sunrise near Coos Bay
Inside cover: Ships meeting on the Columbia River



Board of Maritime Pilots
800 N.E. Oregon St. Suite 507
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, 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:

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

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

John Bogaty
Term: 6/05/24 – 5/25/25

Industry:

Yuki Kakida Danese
Term: 3/01/21 – 2/28/25

Ken Anderson
Term: 6/10/22 – 6/09/26

Capt. Fred Myer
Term: 6/10/22 – 6/09/26

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: 6/01/23 – 5/31/27

Legal Counsel: Jason Jones, Assistant Attorney General since 2023

Staff: Capt. Tom Griffiths, Executive Director since 2020
Kim Oster, Administrator since 2024

A Message from the Executive Director

In 2024, the Oregon Board of Maritime Pilots (OBMP) saw significant change, bidding Susan Johnson fair winds and following seas after serving for more than 30 years as the OBMP Administrator. She served most of those years as the sole staff member, doing it all, ensuring tariffs were updated, printing and issuing licenses, publishing ranked pilots lists and serving as the voice giving new pilots the good news that they were selected to become a state pilot, the lifelong goal for most of them. We welcome Kim Oster as the new Administrator. She hit the ground running: although I lapsed into a military cliché there, it is absolutely accurate and her professionalism and attention to detail are greatly appreciated. We also said goodbye to Captain Chris Farrell, our Columbia River Bar Pilot (CRBP) board member. During my time in this position, I highly valued his steadfast support of the Board's mission, great questions and continual wisdom. We welcomed Captain Derek Hill, filling the CRBP board member position, and John Bogaty, filling the vacant public member seat. Thanks to both for their willingness to serve!



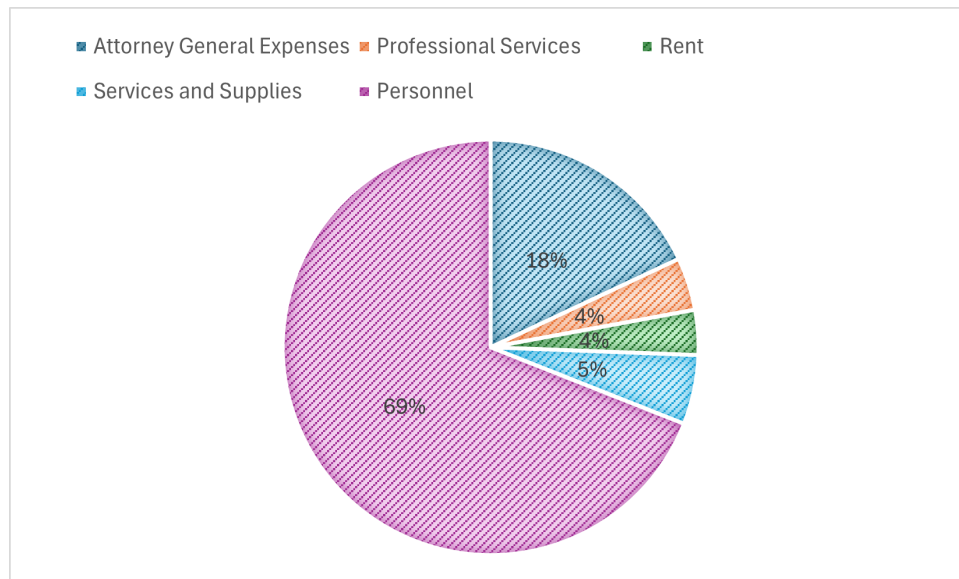
The OBMP is comprised of nine volunteers, three public members, three pilot members and three industry members. Our volunteer Board Members' dedication, judgment and hard work resulted in several key accomplishments and improvements in 2024. The Board completed a multi-year project updating our application, examination and selection rules for all pilotage grounds. Improvements included adding a simulator examination for the Columbia and Willamette River Pilotage Grounds, adding/revising reference forms for all grounds and revising the scoring systems. Another key project was to evaluate the board operations fee, one of our two funding mechanisms. The fee is charged to vessels that use state pilotage services. It had not been adjusted since its inception in 2013. We laid the groundwork, including rulemaking, to raise it from \$100 to \$140 per port call. In a step forward in training pilots, the board developed an alternative allowing use of simulator training for certain maneuvers that, due to changing ship patterns, were no longer readily available for pilot trainees. While simulator training can't supplant training on real ships, it can be an effective complement.

The OBMP regulates pilotage on the Columbia and Willamette River, the Columbia River Bar and Coos and Yaquina Bays. One of our key statutes directs the OBMP to, "provide for efficient and competent pilotage service...regulate and limit the number of licensees and trainees...required to render efficient and competent pilotage service. *The primary consideration of the board is public safety* (emphasis added)." 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. Large ships around the world arriving in ports require pilots, who provide expert local knowledge to crews on local conditions to enable safe navigation of large ships in narrow channels. The OBMP not only licenses pilots, but promotes the highest standards of professionalism and skill through a robust selection and licensing process, sets fair pilotage rates through a ratemaking process utilizing administrative law judges, and conducts regular rules reviews and accident investigations.

I look forward to another great year ensuring navigational safety and the efficient movement of goods through our waters.

CAPT Tom Griffitts

2023-2025 Budget : \$1,042,756 (after legislative inflation adjustments)



Revenue

The Board's revenues come from annual license fees paid by the pilots and a fee paid by ships. For the 2023-25 biennium, the license fee is \$3,984 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

- 1 Training Assessments
- 8 License Upgrades
- 57 License Renewals
- 2 Licensee Retirements

Administrative

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

Safety

- 1 Incident Investigation

Rates

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

OREGON PILOTAGE TARIFF

naming rates and charges for:
COLUMBIA RIVER BAR
Original Issue Date: June 1, 2021
Revised Effective: January 15, 2025

COLUMBIA AND WILLAMETTE RIVER
Original Issue Date: August 1, 2021
Revised Effective: September 1, 2024

COOS BAY BAR
YAQUINA BAY BAR
Original Issue Date: March 18, 2022
Revised Effective: September 1, 2024

Oregon Board of Maritime Pilots
800 N.E. Oregon Street Ste 507
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Phone: (971) 673-1530

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.

Leslie Goss

Leslie has 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 25+ years ago and has served as an elected Commissioner for the Palatine Hill Water District, and on the board at the Union Gospel Mission in Portland and the Riverdale School Foundation.

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

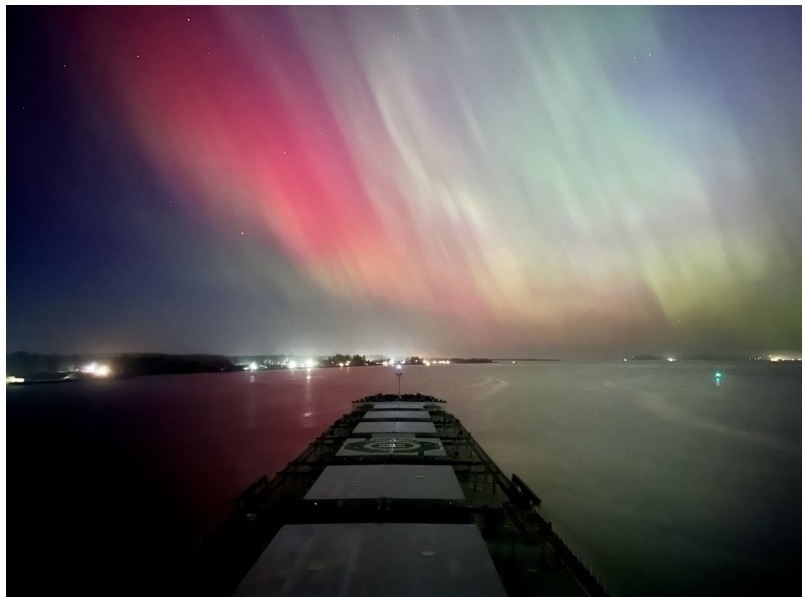
As a Coos Bay pilot, George has been working in the maritime industry for over 30 years. He has served in the US Navy, and worked on commercial fishing boats, tugboats and tankers.

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, Wesley	2021	Mash, Joshua	2022
Barrett, Cedric	2021	Nielsen, Jeremy	2014
Biederman, Fabron	2022	Olsen, Darren	2011
Boyce, Christopher	2014	Pass, Michael	2020
Bybee, Don	2015	Patching, Charles	1985
Coles, Corey	2022	Patching, Timothy	2014
Crippen, Kory	2019	Paulson, Mark (retired)	2011
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
Glaser, Erik	2024	Widme, Aaron	2022
Harris, Scott	2010	Williams, Corey	1997
Harris, Timothy	2010	Wood, Jeremy	2017
Henderson, Rebecca (retired)	2012		

*Northern lights
from ship's bridge*



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



*COLRIP assisting
in evaluation of
potential new an-
chorages using a
simulator*





Vessel Activity

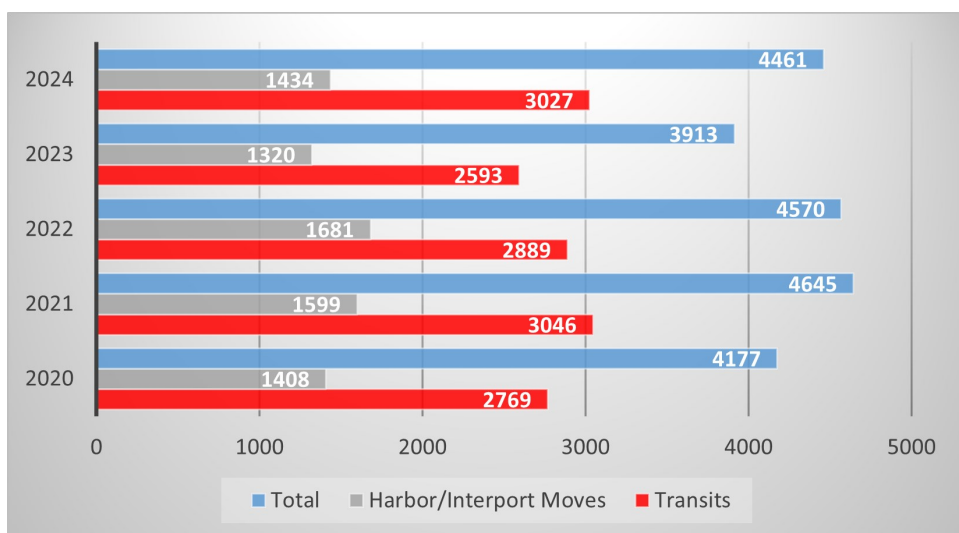
A transit is a one-way trip inbound or outbound between Portland and Astoria.

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.



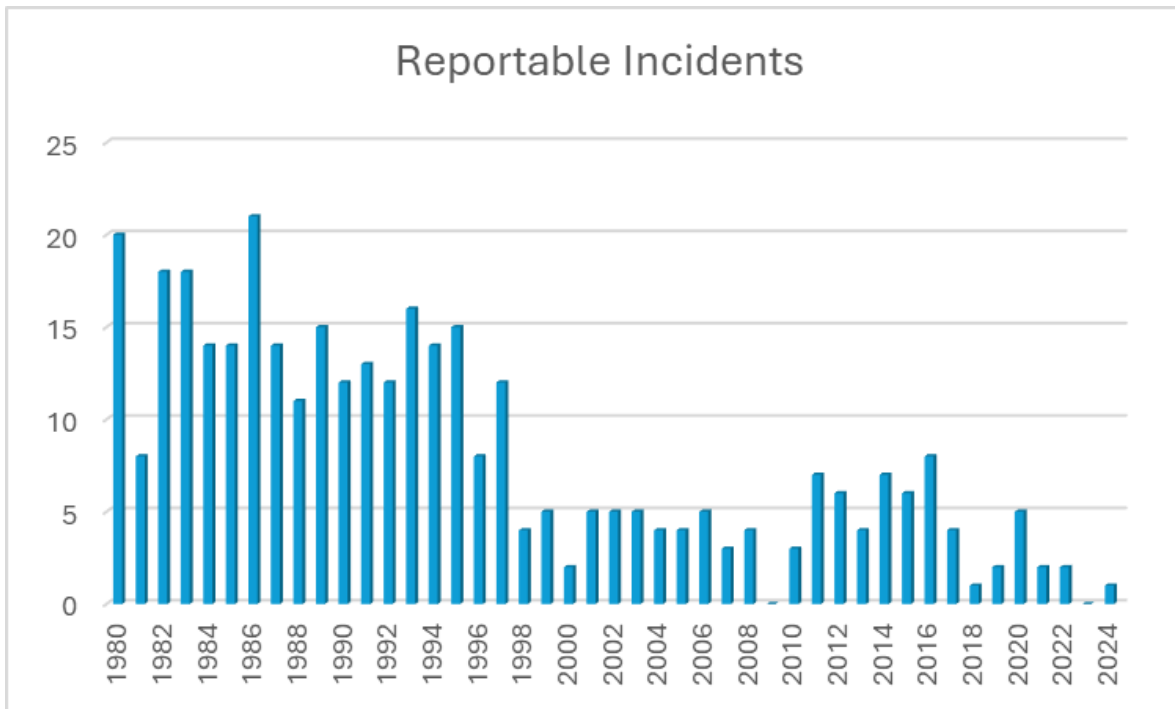
Grain ship loading on the Columbia River



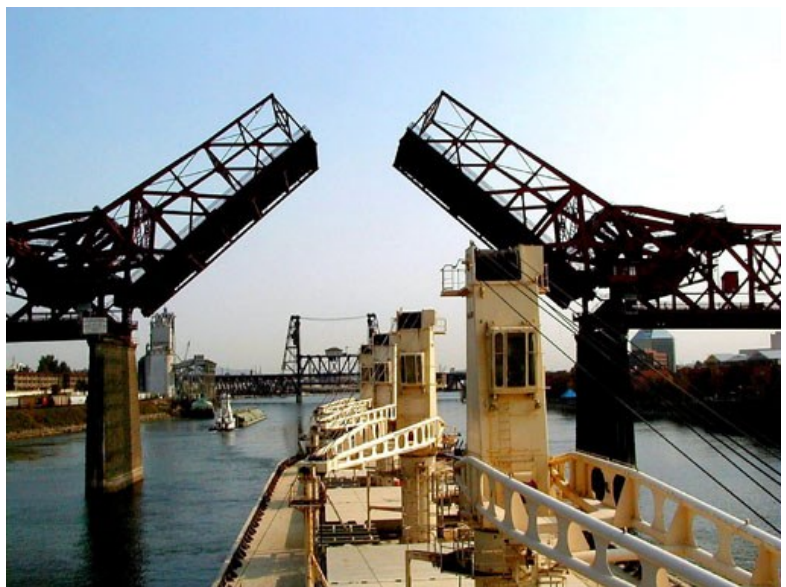
Previous page: Hoist operations for a Columbia River Bar Pilot

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 was one incident in 2024. When taken in the context of the number of pilot assignments, there was one incident in 7765 pilot assignments.



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

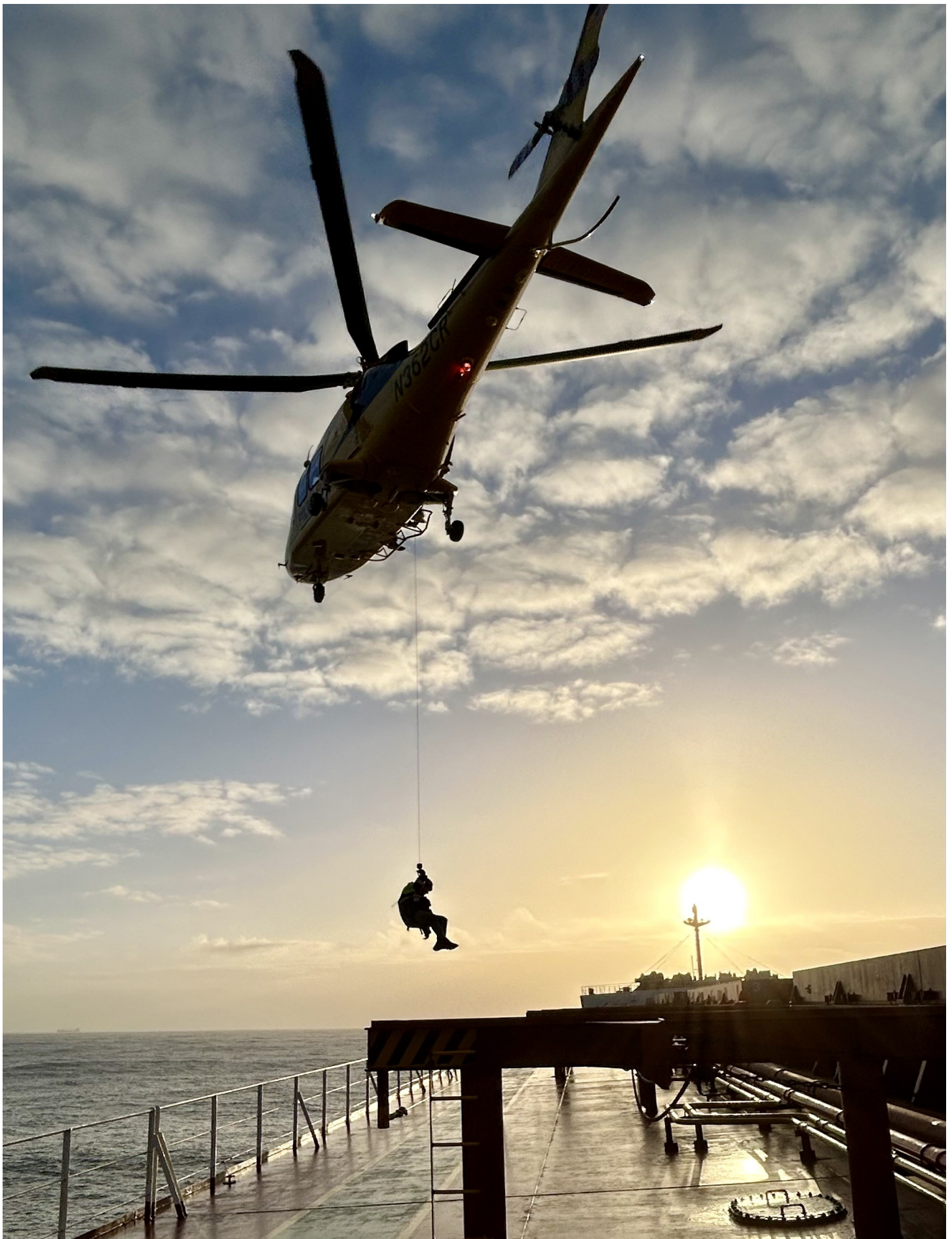
Licensed Pilots

There were 59 active licenses in the state at the end of 2024:

- ✿ 41 on the Columbia-Willamette Rivers,
- ✿ 15 on the Columbia River Bar and
- ✿ 3 on the Coos/Yaquina Bay Bars.

*Entering the mouth of
the Willamette River*





Columbia River Bar Pilot being delivered

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an agency within the

