



PORT of OLYMPIA
Serving All of Thurston County

Port of Olympia Harbor Patrol

Damien Egan
Harbor Senior Manager
November 24, 2025



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Today's Presentation – Two Parts

Briefing and Advisory Only – No Action Req'd

- Part 1 – Briefing
 - Harbor Patrol General Overview
- Part 2 – Advisory
 - Harbor Patrol Organizational Transition
- Questions and Comments



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Today's Presentation – Part 1

Briefing Only – No Action Required

- History
- Mission
- Patrol vessels
- Current staffing
- Operational overview
- Current state of the program



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Harbor Patrol Overview

History

- 1982: Harbor Patrol commenced operations under direction of City of Olympia Police Department (OPD).
- 2015: City gave notice it would no longer fund the program.
- 2015: By Commission action, via an Interlocal Agreement (ILA) with the City, Port of Olympia acquired OPD's Harbor Patrol vessel and its volunteer members.



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Harbor Patrol Overview

Port of Olympia Mission

- **Security** of Port and its Customers
 - Budd Inlet Surveillance
- Marine **Safety**
 - Education, Special Events, Ship Escorts
- Emergency **Response**
 - Search & Rescue, Aid to Distressed Vessels, EMS
- ***No law enforcement authority***



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Harbor Patrol Overview

Vessels

Harbor 1 – Primary Response

2004 28' Almar Safety Boat



Port 1 – Port Operations/Backup Response

1999 19' Preston Tuff Boat



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Harbor Patrol Overview

Vessels (cont'd)

Integrity – Thurston County Sheriff's Office Marine Services Unit ILA

2013 SafeBoat 31' Medical



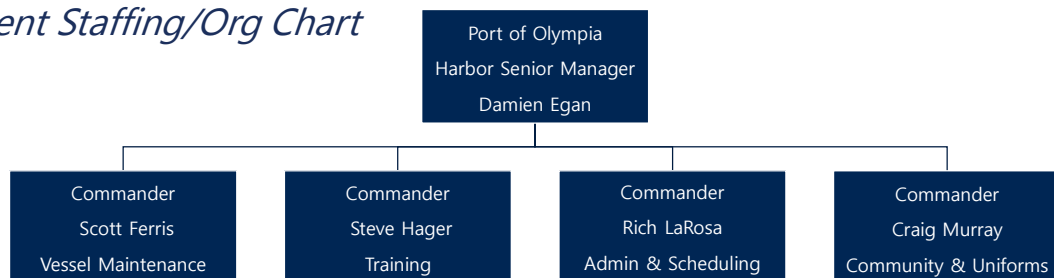
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Harbor Patrol Overview

Current Staffing/Org Chart



Mike Allen, Crew & Helm Trainee
Adam Brown, Crew & Helm Trainee
Michael Claessens, Helm
Dennis Erdahl, Helm
Stan Harris, Crew & Helm Trainee

Todd Haywood, Crew & Helm Trainee
Darlene Hellwig, Captain
Alan Hoffman, Captain
Stephen Hueffed, Helm (on LOA)
Rob Kedenburg, Captain
Ryan Mathew, Crew & Helm Trainee

John Rants, Helm
Mike Rushing, Captain (on LOA)
Lyndy Slyker, Crew & Helm Trainee
Geoff Stone, Captain
Mat Toth, Crew & Helm Trainee

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Harbor Patrol Overview

Operations

- Routine patrol areas:
 - Budd Inlet
 - Other South Sound locations upon USCG request
- Priorities:
 - Security, safety, emergency response
- 800 hours on-water patrol annually
- 750 hours of training annually



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Harbor Patrol Overview

Operations (cont'd)

- Local community events:
 - Olympia Harbor Days
 - Olympia Dragon Boat Races
 - Sailing Regattas
- Collaborative training exercises with local emergency response agencies



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Harbor Patrol Overview

Classroom Training

- "Rules of the road" (72COLREGS)
- ATON's, Signal light codes
- Radios & USCG protocols
- Chart plotter, Navigation
- Night operations, Radar
- Towing, Anchoring, IRB
- SAR, Fire suppression
- Local hypothermia, First aid, CPR, AED



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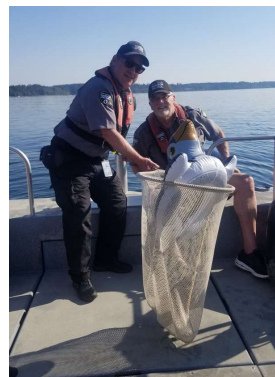


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Harbor Patrol Overview

Vessel/On-Water Training

- Outboard maneuvers & anchoring
- Radios (VHF & UHF)
- Chart Plotter, Radar
- Local navigation, ATON's, Light codes
- Rules of the road (#18: NRCFSPS)
- Night operations
- Pumps, Generator use
- Water rescue, Fire suppression
- Towing, Dinghy/IRB



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Harbor Patrol Overview

Current State of Program – Budget

- 2024
 - Budget: \$33,000
 - Unaudited expense \$23,771
- 2025:
 - Budget: \$33,000
 - Projected expense \$34,442
- 2026:
 - Budget: \$35,000



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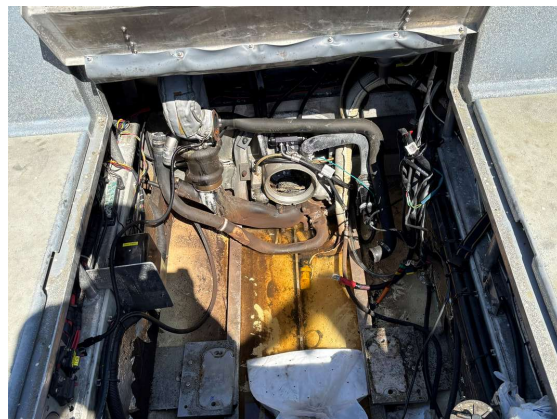


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Harbor Patrol Overview

Current State of Program – Vessels

- 2022: Integrity out of service: Engine replacement needed; repair estimate \$100,000+.
- 2025: Harbor 1 out of service: Engine repair estimate \$90,000+.
- Budget insufficient for needed repairs.



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Harbor Patrol Overview

Current State of Program – Operations

- Port 1 on split shift operations due to vessel size restrictions.
- Recruitment of new members on hold due to vessel availability.
- Winter 2025: Emergency callout only at Captain's discretion (no normal patrols).



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Today's Presentation – Part 2

Advisory Only – No Action Required

- Harbor Patrol organizational transition: Transfer of Harbor Patrol organization and vessels to Thurston County Sheriff's Office (TCSO)
- Rationale
- Vessel history and status
- Vessel/program transfer process/next steps
- Future implications and benchmarks



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Organizational Transition

Rationale

- Need for waterway law enforcement authority.
- Significant budget impact to Port under continued Port program ownership.
- Thurston County has law enforcement authority, budget funding, and supporting administrative structure (Marine Services Unit – MSU).
- Reduction of liability risk and insurance cost to Port.

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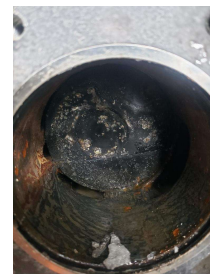


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Organizational Transition

Vessel History and Status

- 2014: Port purchased security vessel Integrity with DHS/FEMA grant.
- 2021: Integrity suffered catastrophic engine failure; repair estimate \$100,000+.
- Budget for repairs not available.



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Organizational Transition

Vessel Transfer Considerations – Process

- 2022: Port discussed transfer of Integrity to TCSO.
- 2022: Port investigated transfer of existing FEMA grant obligation to TCSO; no provision exists for direct transfer of obligation.
- Vessel transfer placed on hold.
- Harbor Patrol operations continued with Harbor 1 vessel.



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Organizational Transition

Vessel Transfer Considerations – Process (cont'd)

- 2025: Harbor 1 out of service due to needed but unfunded engine repair.
- Port reopened discussion with TCSO to verify continued interest; TCSO confirmed interest in both vessels and entire organization via its MSU.
- Port engaged FEMA to establish a process to release grant obligation and allow transfer unencumbered.



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Organizational Transition

Vessel Transfer Considerations – Process (cont'd)

- Release requires payment of 75% of fair market value to FEMA.
- March 2025: Integrity vessel survey established FMV of \$20,000.
- August 2025: Integrity surplus by Port Commission via Port Policy 125.
- November 2025: Harbor 1 also surplus by Port Commission.



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Organizational Transition

Vessel/Program Transfer – Next Steps

- Submit payment to FEMA for release of grant obligation.
- Finalize ILA provisions with TCSO staff.
- Complete ILA review by both Port and TCSO legal counsel.
- Seek Commission ILA approval.
 - Planned for December 8.



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Organizational Transition

Future Implications – Looking Ahead

- Harbor Patrol operation not aligned with Port's mission or Vision 2050.
- Expanded community benefits under TCSO MSU direction:
 - Waterways coverage area
 - Law enforcement
 - Vessel inspections
 - Safety checks



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Organizational Transition

Benchmarks

- Port acquired Harbor Patrol to avoid its extinction.
- Scope of operations remains limited under Port's authority.
- TCSO will acquire vessels and entire existing program/structure.
- TCSO has access to funding sources not available to the Port.
- Port will reduce staff time, operating expenses, and depreciation.
- Port will increase revenue from moorage and fuel sales.
- Port will continue to receive Security, Safety, and Emergency Response value.

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Questions and Comments



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