

Minutes	Pilot Safety Committee Meeting	Date:
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Committee Members Present

Capt. George Livingstone, Commissioner and Chairman
 Vice President Dave Connolly, Commissioner
 Jennifer Schmid, Commissioner
 Capt. Rick Hurt, Port Agent Designee

Staff Present

Allen Garfinkle, Executive Director
 Kelly Dolcini, Staff Services Analyst
 Sigrid Hjelle, Office Technician

1. Call to order and roll call

Chairman Livingstone called the meeting to order at 9:30 a.m. Staff Services Analyst Kelly Dolcini called roll and a quorum was established.

2. Review and Approval of the February 4, 2015 Pilot Safety Committee minutes.

The minutes were discussed and Chairman Livingstone announced that he was remiss in not adding an item to this month’s agenda to further discuss an under-keel clearance (UKC) study. Capt. Hurt reported that he has been working on the issue and will be able to present something to the Committee at its next meeting. Commissioner Connolly stated that the issue had come to light in the last Pilot Safety Committee meeting that UKC in the main ship channel may be an issue with the arrival of larger ships, especially in inclement weather.

MOTION: Commissioner Connolly moved to approve the minutes of the February 4, 2014 meeting. Commissioner Schmid seconded the motion.

VOTE: Yes: Schmid, Livingstone, Connolly, Hurt.
 No: None.
 Abstain: None.

ACTION: The motion passed.

3. Develop a mission statement and focus for the Committee.

Before discussing this item, Commissioner Connolly provided some background on the Committee, stating that he called the Committee together to review ideas from a publication titled “*The Human Element*” and develop from them a systems view of pilot safety with the eventual

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goal of recognizing and reducing incidents before they occur. It has been meeting in its current incarnation since October, 2014. He acknowledged that the Committee’s work is difficult and complex. The report on the MT OVERSEAS REYMAR came out and addressed some of the things the Committee has been discussing.

Chairman Livingstone expressed his view that formal safety assessments and contingency plans are something that should be discussed as part of the purview of the greater maritime community, not just the Board of Pilot Commissioners.

Regarding the mission statement, San Francisco Bar Pilot Counsel Ray Paetzold was interested in collaborating, but was not present at the meeting. Commissioner Connolly reminded the Committee that Mr. Paetzold had cautioned the Committee that it should not make the scope so broad as to paralyze its work.

4. **Review United States Coast Guard (USCG) Report of the Investigation into the Circumstances Surrounding the Incident Involving the T/V OVERSEAS REYMAR Allision with the San Francisco-Oakland Bay Bridge and accompanying recommendations with particular attention to recommendations #5 and #6 recommending the development of a mechanism to evaluate pilots while underway and piloting, and that the BOPC consider additional training in low visibility/restricted waters radar navigation, respectively. Develop plan to implement recommendations.**

The USCG report on the M/T OVERSEAS REYMAR entered a protracted discussion period at the national level, and was not received until two years after the fact. The report contains two recommendations to the BOPC. It was suggested at an earlier Board meeting that a letter should be submitted to the USCG stating how the Board is meeting the spirit of the recommendations.

Capt. Hurt suggested that a portion of the combination course training should focus on situational decision-making. He stated that it would be unhelpful to make the training predictable in order to avoid stagnation of skills. The Committee discussed evaluating the restricted-visibility portion of the combination course with the USCG’s recommendations in mind.

The discussion then moved on to the bridge resource management module and the importance of an engaged bridge team. Chairman Livingstone recommended that training should focus on maintaining a proactive environment to ensure everyone on the bridge understands their primary role. He further stated that the pilot’s role is to safely navigate the ship in the public interest.

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MOTION: Chairman Livingstone moved to direct the Continuing Education Committee to review the restricted visibility and bridge resource management modules of the combination course and work with California Maritime Academy and the Pilots' internal safety committee and apprise the Board of the revision of any modules.

VOTE: Yes: Schmid, Livingstone, Connolly, Hurt.
No: None.
Abstain: None.

ACTION: The item will be referred to the Continuing Education Committee for action.

5. Identify and Discuss possible options for funding and conducting an under-keel clearance study for crossing the San Francisco Bar.

This agenda item will be discussed at the next Pilot Safety Committee meeting.

6. Public comment on matters not on the agenda.

There were no comments.

7. Proposals for additions to next Committee meeting agenda.

At its next meeting, the Pilot Safety Committee will discuss the possibilities of a UKC study, periodicity of training, as well as recommendation #5 from the USCG Report on the M/T OVERSEAS REYMAR.

8. Adjournment

MOTION: Commissioner Connolly moved adjourn the meeting. Commissioner Schmid seconded the motion.

VOTE: Yes: Schmid, Livingstone, Connolly, Hurt.
No: None.
Abstain: None.

ACTION: The meeting was adjourned at 11:50 a.m.