

Minutes
March 22, 2007

The Board of Pilot Commissioners for the Bays of San Francisco, San Pablo and Suisun regular meeting was held in the Board of Pilot Commissioners office, Pier 9, Suite 102, San Francisco, Ca commencing at 9:30 a.m. on Thursday March 22, 2007, Commissioner Miller presiding. A quorum was present, including Commissioners Lundeberg, Soares, Wagner and Wainwright. Also present were SFBP Port Agent Captain McIsaac, Board Counsel Paetzold, Executive Director Moloney and Secretary Alice Evans.

Request approval of Minutes of the February 22, 2007 regular Board meeting. The minutes were unanimously approved

Correspondence and Activities since the February meeting -- Executive Director Moloney

1. The Board received approval from Chief Deputy Legal Affairs Secretary, Office of the Governor, Louis Mauro, dated February 25, 2007, Alice Calvillo Chief Deputy Cabinet Secretary dated 2/27/07 & DOF dated 3/13/07 to retain outside counsel for FY 07/08
2. The Board received a letter dated March 6, 2007 from Captain Peter McIsaac, Port Agent, San Francisco Bar Pilots regarding extension of three-year pilot training cycle to five years.

Other Pilot Matters -- Executive Director Moloney

1. The Board issued a license renewal to SFBP Captain R. Nyborg during the month of March 2007.
2. The Board has received manpower reports and statements for Pilotage fees and surcharges collected from SFBP through January 2007 and Inland Pilot Slough through February 2007.

Port Agent's Report -- SFBP Captain Peter McIsaac

1. Not-fit-for duty: Captain Gans was injured while disembarking at sea on March 13. The ladder on the vessel was short but he felt that he could still make the transfer safely. When he swung out on the manrope he hit his upper thigh against the handrail on the boat suffering severe contusions. He is being treated by a physician and expects to be FFD in approximately 10 more days.

Captain Simenstad is recovering from a January 25 leg injury and subsequent surgery. He is undergoing physical therapy and hopes to be fit for duty by June 1.

2. Recommended minimum rest period exceptions: There were 25 in February; note that we have been operating with 58 pilots since January 1. Five exceptions were due to river pilots being called back early. The three multiple exception days were as follows: February 10 - 9 exceptions occurred; 2 pilots were NFFD, 1 pulled personal; February 22 - 5 exceptions occurred; 1 NFFD, 3 pilot business, 1 riding for recency; February 23 - 7 exceptions occurred; 1 NFFD, 1 pilot business, 1 riding for recency. The minimum time off was 7 hours.

3. P/V DRAKE is undergoing port main engine overhaul.
4. MARS Project: Captain Gregg Waugh has been aboard the cable laying vessel, GLOBAL SENTINEL since March 9 as they lay a 32-mile long cable along the Monterey Bay sea floor at depths of up to 3,000 feet. The cable is a major component of the Monterey Accelerated Research System (MARS) ocean observatory, which will provide scientists 24-hours a day access to instruments on the sea floor.

The vessel is expected to complete the main phase of the project later today and is due to dock at SFO 27 at noon March 23.

5. SFBP Master Recovery Plan: The SFBP has completed the initial phase of our disaster recovery plan, which was initiated after hurricane Katrina. The main components consist of:

A generator that produces enough electricity to sustain the office; a mirror server site near Sacramento which is on a high priority power grid. (The site is capable of being accessed through gateway portals that will be installed on laptops in the event the Pier 9 office is inaccessible.) Reciprocal communication agreement with the Houston pilots which provides a check-in and message center for pilots, employees and friends in the event of a disaster in either port; to be completed is the downloading of crucial contact lists and disaster recovery information onto USB flash drives that can be kept in diverse locations; SFBP is investigating purchasing satellite phones as an emergency back-up to the landline and cellular systems. While cell phones were still capable of sending and receiving text messages post-Katrina, they were useless for voice communication.

6. February billed vessel moves year-to-date compared to 3-year average:

Bar Crossings	+11%
Bay Moves	-32%
River Moves	-4%
Total Moves	+2%
GRT	+26%

When compared to the first two months of 2006 total moves were up 0.65%.

Unfinished Business

1. Open Incidents -- Executive Director Moloney
 - a. M/V PACIFIC SUCCESS, allision with Berth Pier 4, Port Chicago, September 10, 2006, SFBP Captain H. Kenyon

Commissioner Wagner recused herself from reviewing and voting on the findings of facts of the M/V PACIFIC SUCCESS because of her relationship with the Pilot and left the meeting room. She was called back to the meeting after the completed IRC report and voting.

Executive Director Moloney distributed the Findings of Facts and gave the following report:

PROBABLE CAUSE

On the evening of Sept 9, 2006, Capt Kenyon boarded the motor bulk carrier PACIFIC SUCCESS off the San Francisco city front to pilot the vessel to the Pittsburg steel terminal. The upbound transit was uneventful. At 2335 Capt Kenyon heard the downbound bulk carrier MARTIME SIRINANT radio VTS to report passing under the Antioch Bridge. At 2330 the PACIFIC SUCCESS passed under the Carquinez Bridge.

At about midnight the pilot (Capt Holl) on the MARTIME SIRINANT contacted VTS to report passing New York Point. Capt Kenyon contacted Capt Holl to make passing arrangements and agreed to meet off Port Chicago, Pier 3. At 0007 the PACIFIC SUCCESS passed under the UPRR Bridge. Once clear, Capt Kenyon called Capt Holl to advise him that his ETA at Port Chicago would be 0045. He had speed increased to full ahead while passing Avon Terminal. When the vessel was about a mile from the passing area Capt Kenyon had the speed reduced to half, then slow, then dead slow ahead. Once the vessel was steady on Port Chicago Reach (0044), Capt Kenyon had the engine stopped. The engine bell logger shows that the engine control was in the engineroom at the time. The bridge would send an order on the engine order telegraph and the engineroom would answer it and respond.

As the vessel transited Roe Island Channel, Capt Kenyon could see that the MARITIME SIRINANT was still about two miles away in the Middle Ground East Reach. He radioed Capt Holl, who answered that he would increase speed. In order to stay in the passing area, Capt Kenyon ordered half astern while abeam the security floats at Pier 3. This would allow enough time for the MARITIME SIRINANT to clear Middle Ground West Reach. The astern bell caused the bow to pivot to starboard, toward the piers. Stop engine was ordered (0042 by bell logger, more likely 0045.5 actual time), rudder hard left and then slow ahead. The bell logger indicates the engineroom received the order but did not answer it.

Capt Kenyon observed the Master and mate at the engine control console talking with the engineroom in Korean. The bell logger indicates that control was shifted to the bridge. Since the bow was closing on Pier 4, he ordered the port anchor to be let go and hold it a two shots of chain, then the starboard anchor. He also had the bow thruster brought on line to push full to port. Capt Kim indicated in his report the vessel was making 5.5 knots when the thruster was started.

After some delay the port anchor was let go and held at two shots. The starboard anchor was never let go. Capt Kenyon advised VTS and Capt Holl of the situation. Capt Kenyon ordered full astern after the port anchor was down and it was apparent that the vessel did not have the sea room or propulsion to regain the channel. The engine did not respond immediately. Capt Kenyon had not been advised that the vessel had regained propulsion, but believes the engine was turning astern prior to the allision. At about 0050 the vessel's starboard bow in the area of the anchor bolster struck the middle of Pier 4 and scraped down it for about 90 feet. With the effect of the port anchor and the full astern bell the vessel stopped. Capt Kenyon had the engine stopped and requested the two tugs waiting at New York Point to come to the vessel's assistance. He advised VTS of the situation.

Damage to the pier included crushed wooden fendering, crumbled concrete stringer area and cracks in the pier up to 18 feet inboard from the stringer. An electric junction box was knocked over and power cables parted, causing an electrical fire, which the terminal fire department extinguished.

Since the current was beginning to flood, Capt Kenyon held the vessel off the pier by a series of slow astern and stop engine orders. At 0112 the two docking tugs arrived and were made fast fore and aft and the anchor recovered. The vessel's holds and tanks were sounded and no leakage was found. The anchor bolster was holed but the hull was intact. This information was relayed to the USCG. At 0155, after clearance by the Capt of the Port office, the vessel got underway with tug escort for Pittsburg, where it docked uneventfully at 0336.

OPINIONS

1. Environmental conditions at the time of the incident were good and were not a factor.
2. Capt Kenyon noted that fatigue was not an issue in this incident.
3. Communications between vessels was appropriate. Capts Kenyon and Holl made timely meeting arrangements.
4. PACIFIC SUCCESS arrived at the meeting area on schedule, MARITIME SERNANT was a bit late. Capt Kenyon backed the PACIFIC SUCCESS to hold position for the meeting. This caused the vessel to swing toward the pier. Capt Kenyon gave orders to correct the swing but the engine order was not answered. Subsequent orders to correct the situation were not answered in a timely manner including letting go anchors and running the engine astern.
5. Following the allision Capt Kenyon's actions to control the vessel and reporting to the USCG were timely and effective.

RECOMMENDATIONS

1. Close this case. No pilot error. Capt Kenyon was maneuvering the vessel to allow a safe meeting situation with the MARITIME SERNANT. The lack of engine response from the PACIFIC SUCCESS caused a routine maneuver to develop into an allision.

It was moved and seconded to accept the IRC Report. Commissioner Miller asked for comments from the public and discussion. The Board discussed the situation that with Commissioner Wagner having recused herself, there would be no quorum if Commissioner Lundeberg elected not to vote on the IRC report, as he is chair of the Incident Review Committee. Commissioner Lundeberg noted that during the past seven years he has never been precluded from voting on IRC reports. Commissioner Miller acknowledged these facts noted that there is no need to preclude his voting on this incident report. The Board continued discussion. The motion then passed unanimously.

- b. M/V POLAR CALIFORNIA, allision with fishing boat off Pt. Blunt, October 29, 2006 -- SFBP Captain Dowdle -- Executive Director Moloney distributed the Findings of Facts and gave the following report:

PROBABLE CAUSE

On the afternoon of 29 October 2006, Capt Dowdle and trainee Rocci were assigned to meet the tanker POLAR CALIFORNIA near the Golden Gate Bridge and pilot it to Valero Terminal, Benicia. They boarded the vessel off Pt. Cavallo at 1408. The vessel was using the Deep Water Traffic Lane. When they arrived on the bridge Capt Dowdle introduced Capt Rocci to Capt Whittaker, the vessel's Master, who agreed to let the trainee conn the vessel. Capt Kleess, the inbound pilot then turned over to Capt Rocci.

Included in the turnover information was that the escort tug, *Delta Linda*, was made up on the center lead aft, there was a bulk carrier downbound headed to Anchorage 9 which would pass Pt. Blunt prior to the POLAR CALIFORNIA and they would pass starboard to starboard. Capt Rocci assumed the conn and advised VTS. They confirmed the position of the bulk carrier and advised that the POLAR RESOLUTION was maneuvering off the Richmond Long Wharf and would be outbound for sea.

The vessel's speed was reduced to slow ahead (4.7 kts) to allow the bulk carrier time to pass well ahead. As they proceeded they noted numerous small craft in the central bay. The bow lookout was reporting those ahead that might be of concern, but those passing close aboard were taking early and proper action to stay clear.

When the bulk carrier passed Pt. Blunt, Capt Rocci began the turn to port and increased speed to half ahead to improve the turn rate. About that time the bow lookout reported a small boat off the starboard bow. Capt Rocci examined the boat using binoculars and detected an anchor line and quickly stated "He's anchored." Capts Dowdle and Whittaker were surprised. The water is over a hundred feet deep in that area. The boat was not displaying an anchor ball. In interview, Capt Dowdle noted he was shocked. He had never seen a boat anchored there before.

Capt Rocci ordered the rudder hard right and the engine full ahead to stop the swing to port. He also directed the escort tug to take the vessel's stern to port. Capt Whittaker had the danger signal sounded on the whistle. Capt Dowdle could see the three people on the boat moving around after the whistle but they did not appear to take any actions such as starting the engine or slipping the anchor.

Capt Dowdle and Whittaker moved to the starboard bridge wing. The vessel had stopped its port turn and was beginning to swing to starboard. Capt Dowdle could see that the vessel was going to allide with the anchored boat. He instructed Capt Rocci not to come any further to starboard. He was concerned about grounding on the east side of the channel and interfering with other small craft transiting the area. Capt Rocci stopped the escort tug and put the rudder amidship. Capt Dowdle did not think they could do further evasive maneuvering safely.

At 1428 Capts Dowdle and Whittaker watched as the small boat came gently alongside aft of midship. Capt Whittaker ordered the engine stopped to avoid hazarding the boat with the

propeller. The vessel was making 4.7 knots and was on a heading of 050°T. It was about .6-.7 miles south of Point Blunt on Angel Island. The three individuals in the boat were forward pushing it off the side of the ship using a pole. The boat floated down the side of the ship without any violent motion. In less than a minute the escort tug reported it was clear of the stern and the occupants appeared to be allright. They made no signs of needing assistance.

Capt Dowdle returned to the wheelhouse and told Capt Rocci to bring the vessel around and continue the transit as planned. The POLAR RESOLUTION was downbound out of Southampton Shoal Channel and they were to meet starboard to starboard. Once Capt Dowdle was satisfied that the vessel was back on track he called VTS by cell phone (1435) and reported the situation. He could still see the boat and could see the occupants standing and moving around. VTS indicated they would attempt to have a USCG boat check them.

The remainder of the transit was uneventful. After docking at Benicia Capt Dowdle called the escort tug by radio and advised the operator that he had contacted VTS. The tug operator said the people in the boat seemed fine and were reeling in and netting a fish. Capts Dowdle and Rocci left the vessel at 1925, returned to the pilot office for drug/alcohol testing, and Capt Dowdle contacted the investigator at the USCG Marine Safety Office and made a Navigation Rule 9 violation report.

Subsequent discussion with the USCG investigation office found that the boat had anchored closer to Angel Island but had dragged anchor and was drifting.

OPINIONS

1. Environmental conditions were good, clear weather, mid-day.
2. Fatigue was not an issue with either Capt Rocci or Dowdle.
3. The recreational vessel was in violation of Inland Rule 9(b).
4. Capt Rocci's response to discovering that the r/v was apparently anchored was prompt and stopped the port swing of the vessel before it overrode the r/v. Capt Dowdle concurred with his actions.

RECOMMENDATIONS

1. Close this case. No pilot error. Capt Rocci, under Capt Dowdle's supervision, maneuvered the vessel in a prudent manner. The recreational vessel in a regulated navigation area was in violation of Inland Rules of the Road #9(b): A vessel of less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway. The handling of the POLAR CALIFORNIA minimized the outcome of this incident. It is disturbing that a loaded tanker was placed at risk by the actions of an irresponsible recreational boater.

It was moved and seconded to accept the IRC report. Commissioner Miller asked for comments from the public and discussion. Commissioner Wagner asked for clarification of #s 9 and 10 that referred to the bulk carrier. Executive Director clarified that the bulk carrier was downbound and the vessel had slowed to let the bulk carrier pass. SFBP Port Agent McIsaac asked if the fishing boat personnel had been drug and alcohol tested. Ross Wheatley, USCG Investigator, who was in the audience replied that because of the elapsed time they were not tested. The motion then passed unanimously.

- c. M/V DA YA HAI, grounding vicinity of Riverview San Joaquin River, January 10, 2007
- d. RMS QE2 allision with Pier 35, January 23, 2007

Executive Director Moloney reported that the IRC requests extensions to items c. and d. until the next Board meeting. It was moved and seconded to extend reports on incidents M/V DA YA HAI and RMS QE2 until the next Board meeting. Commissioner Miller asked for comments from the public and discussion. The Board staff's heavy workload was discussed and it was noted staff needs more time to complete the investigations. The motion passed unanimously.

- 2. Pilot Ladder reportable incidents -- Executive Director Moloney said there is no report, however he is waiting for Capt. Gans' report, the March 13 incident noted in the Port Agent's report.
- 3. Rules and Regulations Committee -- Commissioner Wainwright report on March 19, 2007 Committee meeting; including possible reports on proposed rulemaking to define terms under the statutory pension plan, adopt procedures for disability determinations and adopt procedures for pilot vessel surcharge; **possible Board action to proceed with formal rulemaking**

Commissioner Wainwright reported that the Rules and Regulations Committee met at 9:00 a.m. on March 19. Prior to the meeting all interested parties received copies of Board Counsel's draft of rulemaking for the statutory pension plan, disability determination procedures, and the pilot vessel surcharge procedures. Interested parties were asked to prepare comments on these drafts in advance of the next Rules and Regulation meeting. There was no substantive discussion of the drafts.

With regard to review of the pilotage rate setting process and its regulations, the Committee thanked PMSA counsel Mr. Conte Cicala for his March 12 letter setting forth PMSA's proposed amendments to the established regulation. The SFBP requested time to review and respond to Mr. Cicala's letter.

With regard to "Misconduct" wording in HNC 1181, the committee thanked Mr. Mike Jacob of PMSA for his letter on the subject dated March 9. Discussion on the subject was postponed until the IRC could participate.

A joint Rules and Regulations Committee and IRC meeting is scheduled for April 10 at 8:30 a.m.

- 4. Finance Committee -- Commissioner Wainwright said there is no report. He referred to Executive Director Moloney for an update on the Spring Finance Letter. Executive Director Moloney

reported that the Department of Finance has not sent a formal approval as of this date. However, it is anticipated that approval will be granted for the additional trainees and the increase to the stipend. Other parts of the SFL requests including expenses of about \$46,000 related to the trainee selection process, will be consolidated in the BOPC budget. Board staff will continue to monitor the SFL request.

5. Pilot Training Curriculum Committee -- Commissioner Wagner said that she is currently the only member of her Committee. Under new business the SFBP requested a review of the Serving Pilot Training Program to extend the 3-year cycle training to a 5-year cycle. Copies of the letter were distributed to the Board and audience. Commissioner Wagner reviewed the current training mandated by regulation, current APA guidelines and the need for recently licensed pilots to attend this training. She noted that the current MITAGS contract expires June 30, 2007 and requested that this item be placed on next month's agenda to extend the MITAGS contract for two years to accommodate new pilots that have not attended this training to remain consistent with training completed by the SFBP in the last three years.

Commissioner Wagner requested that the request to extend the Serving Pilot Training Program's 3-year cycle to a 5-year cycle be forwarded to the Rules and Regulations Committee for review and possible rulemaking. It was moved and seconded to forward this request to the Rules and Regulations Committee for review. Commissioner Miller asked for comments from the public and discussion. There were no comments and no further discussion. The motion passed unanimously.

6. Pilot Evaluation Committee -- Capt. Roberts -- Report on March 21, 2007 Committee meeting, status of trainees and of preparation for possible trainee selection examinations in August 2007; possible recommendation to issue Certificate of Completion and license to one or more Trainees if warranted; **possible Board action re same**; status of contracting with three additional trainees to begin July 1, 2007 (pending approval of Spring Finance Letter/expenditure authority); **further Board action if needed.**

The PEC met on March 21 at which time it completed a final assessment of whether pilot trainee Captains David Pate and Roger Kirk have successfully completed all elements of the Board's pilot trainee training program, as set forth in Regulation Section 214(h). (A copy of that regulation is before you).

The Committee unanimously agreed on its conclusion and has authorized me to present its recommendations to you at today's meeting, as follows:

Captain David Pate

2000 to 2005 -- Captain Pate sailed as Master on tugboats shifting barges of up to 3300 gross tons in support of various construction projects in the San Francisco Bay area, primarily the earthquake retrofit of the Benicia Highway Bridge. During the last three years of the retrofit Capt. Pate was the Marine Foreman responsible for all tug and barge movements and waterborne crane operations associated with the project while serving as a tug Master.

1986 to 2000 -- Captain Pate sailed as Master on various tugboats on the West Coast, primarily in the San Francisco Bay area. He has performed all manner of tugboat work including ship assist and escort, flat tows, ocean and bay towing, and dredging.

1990 to 1992 -- Captain Pate was Director of Research Vessels for Ohio State University. Duties were composed of arranging logistics for research cruises on Lake Erie and sailing as Master while overseeing the maintenance of the vessel, operational equipment, and communications.

1984 to 1986 -- Captain Pate sailed for Bay and Delta Towing of San Francisco as Deckhand and Engineer on ship assist tugs. It was here that Capt. Pate was first exposed to the San Francisco Bar Pilots.

1979 to 1984 -- Capt Pate worked as fisherman, primarily in Alaska's Bering Sea King Crab fishery.

Captain Pate is married to Sarah F. Pate, CEO and President of Admission Corp. and a Captain of Industry. They have two children, Emily, 13, and Jack, 10.

To date, Captain Pate has a total of **481** trips in the training program, riding as observer on 110 jobs, (including the required trips on local tugboats) and directing the navigation of the vessel under the direct supervision of a pilot or inland pilot on another **371** jobs.

Captain Pate has worked extensively with members of the Pilot Evaluation Committee, acquiring far more than the 50 rides required by law (98), with 23 of those rides completed within the last 90 days.

Captain Roger Kirk

Captain Kirk came to the San Francisco Bar Pilot Training Program after a 28-year career with the tugboat company AmNav. Captain Kirk was involved in all aspects of helping a small tug company evolve and grow. His first U.S. Coast Guard license, Operator Uninspected Towing Vessels, was granted on July 31, 1980.

At AmNav, he was involved mainly in ship assists, working closely with many past and present San Francisco Bar Pilots. He was also involved in flat tows, barge moves, dredging, and ship escorts.

Captain Kirk resides in San Rafael with his wife Sally and their three children Andrew (13), Ian (10), and Hannah (6). He enjoys bicycling, landscaping projects, and outdoor activities in his spare time.

Captain Kirk entered the San Francisco Bar Pilot training program in January 1, 2005. To date, Captain Kirk has a total of **606** trips in the training program, riding as observer on 206 jobs, (including the required trips on local tugboats) and directing the navigation of the vessel under the direct supervision of a pilot or inland pilot on another **400** jobs.

Captain Kirk has worked extensively with members of the Pilot Evaluation Committee, acquiring far more than the 50 rides required by law (147), with 33 of those rides completed within the last 90 days.

As I have reported to you in the past, the Committee regularly reviews each trainee's progress through periodic meetings with him and through its review of evaluation cards (trip reports) from other pilots. Each Committee member personally rode numerous times with Captains Pate and Kirk before making this recommendation.

Captains Pate and Kirk continue to meet all statutory prerequisites for being licensed as a pilot. They have maintained in excess of a 4.0 score (4.59 and 4.47 respectively) on their evaluations by the Committee during each of the last three months and have adequately demonstrated each of the specific items of local knowledge required by the regulation.

In addition the Committee used detailed trip reports and personal observation to ensure that Captains Pate and Kirk have demonstrated a working knowledge of the fundamentals of shiphandling in each of the circumstances listed in the regulations, and has demonstrated the skills and knowledge necessary to become a Board licensed pilot.

On behalf of the Pilot Evaluation Committee, it is my great pleasure to recommend that the Board issue to Captains Pate and Kirk a certificate of successful completion of the Board's pilot trainee training program and that it authorize the issuance of a pilot's license to Captains Pate and Kirk.

Commissioner Miller thanked Captain Roberts and the PEC for their report. He said that he would first call for a motion on the Certificate of Completion.

It was moved and seconded to issue to Captains Pate and Kirk a certificate of successful completion of the Board's pilot trainee training program. Commissioner Miller asked for comments from the public and discussion. There were no comments and no discussion. The motion passed unanimously. The Board and audience congratulated Captain Pate and Kirk.

Commissioner Miller then asked SFBP Port Agent McIsaac if there are vacancies for two SFBP. Captain McIsaac replied that there were and noted that the SFBP currently have 58 positions filled and that the last Pilot Power Hearing determined 60 pilots are necessary to conduct safe pilotage on the Bays of San Francisco, San Pablo, Suisun and tributaries thereof. He recommended that the two new licenses become effective April 1, 2007.

It was moved and seconded to issue a State pilot's license to Captains Pate and Kirk effective April 1, 2007. Commissioner Miller asked for comments from the public and discussion. There was no further discussion. The motion passed unanimously. The Board and audience congratulated Captain Pate and Kirk.

Commissioner Miller noted that the swearing in would take place immediately following the Board meeting.

Captain Roberts continued that three trainees begin April 1 and that three additional trainees will begin July 1, 2007. The August testing is on schedule, advertisement has been published and that applications were mailed to applicants on the BOPC mailing list. The next PEC meeting is scheduled for April 18, 2007.

7. Pilot Power Committee -- Commissioner Wagner said there is no report.
8. Pension Committee -- Commissioner Miller -- Report on status of Board's authority to select/contract with new fiduciary and for actuarial study; **possible Board action re same** and to appoint Kristi Frederick as interim co-fiduciary for payment of benefits pending contracting with 3rd party fiduciary.

Commissioner Miller reported that Board staff continues to work with Sacramento on contracting procedures to select fiduciary and actuarial study. In the interim, it is requested to appoint Kristi Frederick as co-fiduciary for payment of benefits pending contracting with 3rd party fiduciary. It was moved and seconded to appoint Kristi Frederick as co-fiduciary for payment of benefits pending contracting with 3rd party fiduciary. Commissioner Miller asked for comments from the public and discussion. There were no comments and no discussion. The motion passed unanimously.

9. Vessel Interactions -- Executive Director Moloney said there are no vessel interactions to report.
10. Pilot Security -- Commissioner Miller said there is no report.
11. Ad hoc Committee for Pilot Fitness -- Commissioner Miller noted that this item was on as placeholder and requested that it be removed from the agenda and replaced on as needed basis. There was no objection for the Board members. This item will be removed from the agenda.
12. Pilot Identification Cards -- Executive Director Moloney -- status of federal proposal for Transportation Worker Identification Credential (TWIC), obtaining a more substantial Pilot I.D. card. Commissioners Soares and Lundeberg noted that more information is forthcoming regarding the TWIC cards and the ability to apply on-line. The Bay Area anticipates access to them October 2007. Capt. Moloney reported that he was continuing to explore different options for a pilot I.D. card.
13. Ad Hoc Committee on Pilot Safety -- Commissioner Soares reported a man-overboard drill was well attended and executed by the SFBP and USCG. Another is scheduled later this month.
14. Pilot Boat Committee -- Commissioner Miller reported that Captain William Figari would chair the Committee, SFBP Larry Teague will participate as a member and that PMSA has been requested to recommend an industry member.

New Business

1. M/V BELLE AYURA, grounding Beacon 5 Mandeville Reach, San Joaquin River, February 28, 2007 -- Executive Director Moloney noted that this item is under investigation.
2. Request by SFBP to review Serving Pilot Training Program, extend 3-year cycle to 5-year cycle -- this item was reported and acted upon under item 5. above.
3. Public Comment on matters not on the agenda -- Commissioner Lundeberg requested that the Commission forward a letter of recognition to former Commissioner Falaschi for his dedication and work with the Board of Pilot Commissioners. A verbal vote was unanimous.
4. Proposals for additions to next month's agenda -- there were none.

Schedule next regular meeting -- the next meeting was scheduled for April 26, 2007 at 9:30 a.m. A Finance meeting was scheduled for 8:45 a.m. (*The meeting times were subsequently changed to 10:30 for the Board meeting and 9:45 for the Finance Committee meeting to accommodate a conflicting meeting.*) Also noted is the change to the June Board meeting to June 21, instead of June 28.

Adjournment -- the meeting was adjourned at 10:35 a.m.

Respectfully submitted,

Alice A. Evans
Secretary