

**Minutes**  
**March 27, 2008**

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 27, 2008, Commissioner Miller presiding. A quorum was present including Commissioners Johnston, Osen, Soares, Tate, 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 28, 2008 regular Board meeting. The minutes were unanimously approved.

**President's Report**

Commissioner Miller noted that this is a new item for the Board agenda. The purpose is for the president to brief and update the Commissioners and the public on various ongoing issues arising out of the COSCO BUSAN incident November 7, 2007, as well as other matters that have required the president's personal involvement since the last Board meeting. He then reported on the following: Commissioner Miller and Board staff have worked closely with DCA budget analysts and the Department of Finance to prepare a budget augmentation for fiscal year 07/08 to increase expenditure authority to accommodate legal expenses related to the COSCO BUSAN incident. They also worked closely with DCA and DOF on the preparation of a spring finance letter for fiscal year 08/09 for anticipated costs related to additional advisory committees, various training needs, legal expenses, rulemaking and special project personnel. Commissioner Miller reported that he had attended a hearing in Sacramento on SB 1627 sponsored by PMSA and introduced by Senator Wiggins (this bill will affect the oversight of the BOPC) and SB 1217 sponsored by SFBP and introduced by Senator Yee (this bill will affect BOPC reporting procedure). Commissioner Miller noted that he testified at the hearing as a private citizen, not representing the Commission as the Governor's administration has not taken a position on these bills. He spoke in support of SB 1217 but stated that he could not support SB 1627 as introduced. Additional hearings are scheduled. Commissioner then gave an update on the NTSB hearing scheduled for April 8 and 9 in Washington, DC. He, Executive Director Moloney, and Board Counsel Paetzold will attend. Commissioner Miller will be the Board's witness and spokesperson.

Commissioner Tate commented that the Commission was well served with Commissioner Miller's expertise in government and extended his and other Board members' appreciation.

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

1. The Board forwarded a letter dated February 28, 2008 to Keith Nezaam regarding proposed increase to the Operations Surcharge; which was subsequently rescinded.
2. The Board received a letter dated March 12, 2008 from National Transportation Safety Board (NTSB) requesting the Board to participate in hearings regarding the allision of M/V COSCO BUSAN with the San Francisco-Oakland Bay Bridge on November 7, 2007.

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3. The Board received a letter dated March 6, 2008 from G. Maselli Company regarding a documentary film, "Pilots of the Golden Gate."

The Board forwarded a letter dated March 19, 2008 to G. Maselli Company in response.

4. The Board received a letter dated March 12, 2008 from David S. Chaney, Chief Assistant Attorney General, regarding consent to retain outside counsel contract(s) for Private Maritime Legal Counsel.
5. The Board forwarded a letter dated March 19, 2008 to Louis Mauro, Chief Deputy Legal Affairs Secretary, requesting consent to retain outside counsel contract(s) for Private Maritime Legal Counsel. Executive Director Moloney noted that this is regular contracting procedure.

Other Pilot Matters -- Executive Director Moloney -- There are no license renewals during the month of March.

Port Agent's Report -- SFBP Captain Peter McIsaac

1. NFFD: Captain Simenstad is NFFD while recovering from shoulder surgery; Captain Morgan Hoburg is NFFD while being treated for a thyroid condition; Captain Bob Pinder injured his back while disembarking from a vessel on March 18; he is expected to be out for at least another two weeks.
2. SFBP dispatcher Dan Kauer was severely burned in an accident at home on March 23. He is at the UC Davis Burn Center in very critical condition. Our thoughts and prayers are with Dan and family.
3. Recommended Minimum Rest Period Exceptions: There were 33 in February: 4 on 2/1/08 with 3 pilots NFFD; 6 on 2/6/08 with 3 pilots NFFD, 1 susp.; 3 on 2/8/08; 1 on 2/9/08; 4 occurred on 2/14/08 with 3 pilots NFFD, 1 susp. 7 on 2/28/08 with 1 pilot business, 2 NFFD, 1 susp; 8 on 2/29/08 with 2 NFFD, 1 susp; the shortest MRP was 5.2 hours.  
Commissioner Miller inquired of the process that Port Agent uses to assign pilots when MRPs occur. Captain McIsaac reviewed assignment procedures and noted that rotation and other assignments are closely monitored and every effort made to avoid an individual pilot incurring two MRP's in a row. Pilots may not be available for committee work during periods of increased ship traffic.
4. Pilot Vessels: P/V SAN FRANCISCO: two days downtime to replace a genset alternator. P/V EAGLET: In anticipation of the GOLDEN GATE being out of service for 60 days during the main engine replacement project we have bare boat chartered the launch EAGLET. Our crews are currently training on it and expect to go into Bay-only service starting April 1. A complete survey was done and safety modifications made to meet our specifications. The survey is available upon request.

5. Crew Training: SFBP had a live man-overboard drill on March 25. Captain Sweeney was recovered successfully six times. A flaw was found in some of the test float coats that had the EPIRB pocket located too high on the coat. It did not allow the EPIRB to trigger since it was not submerged for the required 8 seconds. SFBP contacted the EPIRB manufacturer to discuss a possible solution and informed the USCG since they utilize similar equipment.
6. New Ocean Class Pilot Vessel: Currently four shipyards are expected to return proposals by April 25, 2008.
7. Billed vessel moves through February 29, 2008 compared to 3-year average:

Bar crossings:	+4.7%
Bay Moves	+8.8%
River Moves	-36.0%
Total Moves	+3.5%
GRT	+9.7%

When compared to the first two months of 2007 total moves and GRT are flat to slightly down when the additional day (2/29) is factored in.

#### Unfinished Business

1. Board office lease -- Executive Director Moloney reported discussions are ongoing with Signature Yachts, Sacramento and the Port of San Francisco. No determination has been made at this time.
2. Open Incidents -- Executive Director Moloney
  - a. M/V COSCO BUSAN, allision Bay Bridge, November 7, 2007, SFBP Captain John Cota - report on status of scheduling hearing (currently September 2, 2008) -- Executive Director reported the hearing date remains unchanged.
  - b. M/V GOLDEN DREAM, allision with Sacramento Berth 2, December 20, 2007-- Executive Director reported this incident remains under investigation and that the IRC requests an extension until the next Board meeting. It was moved and seconded to extend the report until the next Board meeting. Commissioner Miller asked for comments from the public and discussion. There were no comments from the public and no discussion. The motion passed unanimously.
3. Pilot Ladder reportable incidents -- Executive Director Moloney -- IRC review of pilot ladder deficiency report based on "failure to rest firmly against ship's side" - proper standard under IMO/USCG -- Executive Director Moloney reported that a report would be given to Commissioner Osen for review after today's meeting, that may resolve the variation of proper standard under IMO/USCG.
4. Rules and Regulations Committee -- Commissioner Wainwright said there is no report.

5. Finance Committee -- Commissioner Osen -- report on status of Spring Finance Letter, Department of Finance action on Board's recommendation to increase Board operations surcharge to meet anticipated increased expenses and decreased revenues; **possible further Board action re same**

Commissioner Osen reported that the Committee met earlier today to review the Spring Finance Letter. As it is a confidential document pending approval of the Budget, the Committee reviewed it in closed session. He noted that the extra efforts by Board staff and personnel at DCA and DOF were evident from the quality of the product. Department of Finance projected an adequate reserve without increasing the Board operations surcharge and therefore found it unnecessary to increase the Board operations surcharge. The surcharge will remain at 2.4% and the Finance Committee and personnel at DCA and DOF will continue to monitor fund balance projections closely to ensure a 2-3 month reserve is maintained.

Commissioner Osen reported on a conference call with Senate Rules Committee staff regarding confirmation of his appointment. He and Commissioner Tate are required to appear in person before the Committee on April 9, 2008.

Commissioner Miller noted that several Board members' terms expire this year on 12/31/08. Those whose term is expiring and who wish to serve a second term should submit a letter to the Governor's Appointment Secretary by September.

6. Pilot Training Curriculum Committee -- Commissioner Wagner said there is no report.
7. Pilot Evaluation Committee -- Capt. Roberts -- report on March 19, 2008 meeting; possible recommendation to issue Certificate of Completion and license to one or more Trainees if warranted; **possible Board action re same**

SFBP Captain Roberts reported that the Committee met March 19, 2008. The trainees were interviewed individually, their trip cards examined and their progress with all elements of the program monitored. The trainees range in time in the program from three months, nine months, three marking their one year anniversary on April 1, and four at one year and three months. Most trainees are proceeding satisfactorily and at their own speed. Two trainees have been counseled on specific areas requiring improvement to ensure that they are able to make adequate progress in the training program without Board intervention. The PEC will continue to monitor their progress and keep the Board informed. There are no recommendations at this time.

8. Pilot Power Committee -- Commissioner Wagner said there is no report.
9. Pension Committee -- Commissioners Miller/Tate -- Report on Committee meeting held March 18, 2008; Report on status of requests for offer/proposals by third party contractors to provide fiduciary services and for actuarial study; report on review of Pension Benefits in accordance with Harbors & Navigation Code §1167 – possible recommendation to increase monthly benefits not to exceed 50 percent of cumulative increase in the Consumer Price Index (San Francisco Bay Area) after considering U.S. maritime industry practice as brought to the

attention of the Board by pilots, the inland pilot or industry; possible recommendation to the Board; **possible Board action re same**

Commissioner Tate reported that the Committee met March 18, 2008 to review Pension Benefits in accordance with Harbors & Navigation Code §1167.

Commissioner Tate gave the Pension Committee recommendation in the form of a motion: That the data from the U.S. Department of Labor, Bureau of Labor Statistics showed an increase in the Consumer Price Index for all urban consumers ("all items") for San Francisco-Oakland-San Jose over the three-year period ending December 31, 2007 of 9.52% (a rise of 18.985 points from 199.5 in December 2004 to 218.485 in December 2007); that the maximum increase authorized by Harbors and Navigation Code Section 1167 in benefits received by retired or disabled pilots and inland pilots and their surviving spouses is 50% of that increase in the CPI, or 4.76%; and that the committee recommend to the Board an increase of the full amount permitted under the statute, or 4.76%, with pilots or inland pilots retired less than the full three-year interval between adjustments receiving a pro rata increase based on the number of months they have been retired prior to the adjustment. The motion was seconded.

Commissioner Miller noted that the statute does not require the Board to approve an increase, however the Board has consistently done so in the past. Statistics show a 42% increase in the Cost of Living Index since 1992. The limit on the Board's authority to increase pension benefits by up to 50% of CPI increase has resulted in a net decline in the pensioners' buying power by 21% over the same period. Commissioner Miller then asked for comments from the public and discussion.

The meeting was attended by a large contingent of retired pilots and widows. Retired SFBP Captain Buttner expressed his and the retirees' appreciation for the Committee's thorough COLA review and encouraged the Board to support the recommendation. Captain Thomas noted that a spouse's retirement benefit is decreased by 25% when widowed. He thanked the Committee for their thorough review and encouraged the Board to support the recommendation.

There were no further comments from the public and no further discussion. The motion passed unanimously.

Commissioner Miller noted that the Fiduciary contract is in place to begin April 1, 2008. The Board extended its appreciation to SFBP Kristi Frederick for her assistance to the Board's Interim Fiduciary, Executive Director Moloney.

Commissioner Miller reported that the actuary study Request for Proposal was returned to DCA contracts staff because only one company had responded. The scope of work must now go out for a Request for Bid.

10. Vessel Interactions -- Executive Director Moloney

- a. M/V SITEAM ANATAS, possible vessel interaction at Bay Bulk Pittsburg, September 2, 2007, SFBP Captain Ken O'Laughlin -- further report by IRC on vessel interaction

Executive Director Moloney distributed the Findings of Facts to all Commissioners and audience. A secondary package was distributed to Board members only with instructions to return after the IRC report is finished as some of the information is confidential. He then gave a thorough and detailed description of the investigation process, going through each of the attachments to a complete written report.

Commissioner Johnston, Chair of the IRC noted that the IRC is very receptive to any recommendation to improve the IRC reporting procedure.

Executive Director gave the following report:

PROBABLE CAUSE

On morning of 02 Sept. 2007, Capt K. O'Laughlin and trainees Dobson and Long boarded the tanker SITEAM ANATAS in the vicinity of Mallard Island to relieve Capt Coney and trainee Rocci. The vessel was bound for Stockton and was heavily loaded.

Capt Coney advised him that the vessel steered well and was able to maneuver on a dead slow ahead speed using hard over rudder commands. Trainee Rocci advised him that he had attempted to contact two terminals in New York Slough with vessels alongside by radio but had not been successful.

When Capt O'Laughlin took the conn he tested the steering and described his transit plan to the trainees and the Master. It was the Master's first trip to Stockton and Capt O'Laughlin took pains to keep him informed.

During the transit of New York Slough, Capt O'Laughlin steered to the north of the channel to minimize interaction effect on the two vessels at the terminals there. He observed the speed by GPS to be 6.4 knots over ground, with a one knot following current and a modest tailwind.

As the vessel passed the ship moored at Diablo terminal it was observed to surge at the berth but had taut mooring lines and stayed under control.

At Bay Bulk Terminal the GENCO SUGAR was moored portside to, loading coke. As the vessel approached, the trainees observed very long headlines on GENCO SUGAR that were dipping into the water. As the vessel passed, the GENCO SUGAR surged aft to the point that the sternlines were in the water. The surging fore and aft caused the terminal loading spout to contact hatch coamings and damage it. Additional damage was caused by the terminal gangway impacting pier railings.

The terminal had been aware of the scheduled transit of the SITEAM ANATAS, but expected it to take place at about 0545. The loading supervisor looked for the vessel at about 0540, but did not see the vessel or running lights and continued loading. The damage to the terminal railing and loading spout have been reported to have cost \$338,000 to repair.

After transiting New York Slough, the SITEAM ANATAS continued to Stockton uneventfully.

About 0700 another pilot arrived at the Bay Bulk Terminal to shift GENCO SUGAR to Anchorage 9 (SF). He noted the vessel's headlines and breastlines to be taut, but the forward springlines to be slack; aft there was one springline and one breastline taut with all other lines slack. The current was still flooding at that time.

## OPINIONS

1. Environmental conditions were routine with following wind and current.
2. Fatigue was not an issue. Pilot and trainees were rested.
3. Communications were not an issue
4. Vessel response was good. It was able to steer on the dead slow ahead speed, though it did take hard over rudder to do it.
5. There was no other traffic.
6. Vessel speed was prudent. It was proceeding at minimum steerageway under the circumstances. Data from the vessel's AIS shows it proceeding at 6.3 to 6.7 knots while transiting New York Slough.
7. The vessel at Diablo Terminal experienced interaction but had its mooring lines well tended and stayed under control.
8. The GENCO SUGAR did not have well tended mooring lines despite the terminal being aware of the expected passing of the SITEAM ANATAS. The interaction when the vessel passed caused GENCO SUGAR to surge at the dock, causing damage to the pier railings and the terminal's loading spout.

## RECOMMENDATIONS

1. Close this case. No pilot error. Capt O'Laughlin was proceeding at minimum steerageway and favoring the side of the narrow channel away from the moored vessels. The terminal was forewarned that the vessel was coming. The first vessel that was passed was prepared with taut mooring lines. The GENCO SUGAR was not prepared. The terminal seems to be proactive in providing training to its personnel in prevention of similar incidents, particularly

with VHF radio communications. Capt O’Laughlin would not have made the transit any differently under similar circumstances.

The Board reviewed the IRC checklist, report from Investigator, IRC’s procedure to note past incident log, the value of “lessons learned” to the pilots and Investigators’ requirements and experience. IRC guidelines in Regulation Section 210 were also reviewed.

Commissioner Miller noted that statistics show pilots move an average 0.75 ships per pilot per day. A pilot who worked 23 years of service will on average have moved 3,140 vessels. Captain O’Laughlin’s record reflects that 99.94% of his moves were without pilot error.

It was moved and seconded to accept the IRC report. Commissioner Miller asked for comments from the public and discussion. There were no comments and no further discussion. The motion passed unanimously.

The Board discussed the importance of reviewing the pilot incident history and Commissioner Johnston, IRC Chair noted that while this information had been part of the written reports, it would also be added to the findings of facts for future IRC reports.

Port Agent Captain McIsaac reported that the Marine Exchange is developing additional procedures to notify terminals of approaching vessels. The Board reviewed its past practice of notifying the terminal of the IRC’s determination in similar cases. The IRC would forward the report to the terminal with a letter.

11. Pilot Identification Cards -- Executive Director Moloney – status of federal proposal for Transportation Worker Identification Credential (TWIC), obtaining a more substantial Pilot I.D. card. Commissioner Wagner expressed her concern that the cards are not stable enough for daily use. Executive Director reported that he continues to pursue more substantial material for the state’s laminated I.D. card.
12. Ad Hoc Committee on Pilot Safety -- Commissioner Soares said there is no report.
13. Pilot Vessel Advisory Committee -- Captain Figari -- Commissioner Miller said there is no report.
14. UPRR Bridge -- Executive Director said there is no report. SFBP Captain Dohm who was in the audience reported that there was a mechanical problem with the bridge with a vessel down-bound on an ebb-tide last week. The vessel was able to stand by until the problem was resolved.
15. Ad Hoc Advisory Committee on Pilot Selection -- Commissioner Tate -- Preliminary Report

The Ad Hoc Committee has met three times to investigate the diversity among pilots licensed by the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo and Suisun. The Committee members were Commissioner Tate, Chair, William B. Eisenhardt, President



of the California Maritime Academy, Linda Walls-Brown Vice President, Operations of DBM Western US, and Captain Peter McIaac, Port Agent and President, San Francisco Bar Pilots.

This is an interim report related to the work that the committee has done thus far. The results of the committee's work to this point indicates that the pilots licensed by the Board, one female and no minorities, does not reflect the make up of the general population of the State of California.

The psychometric examination for identifying qualified candidates to participate in the pilot training program was designed to settle a class action lawsuit regarding the procedures used to select candidates into its pilot training program. (1994, Peinado v. Board of Pilot Commissioners.) All procedures in the selection and training process follow the California Code of regulations (BOPC) sections 213-220 and the Harbor & Navigation Code Sections 1100, 1101, 1171, 1171.5, 1173, 1174, 1175, 1177, 1178, all of which were reviewed by the committee.

The committee examined the advertising process to attract candidates. It was noted that the Board advertises in professional maritime magazines, and sends notices to all of the maritime academies, the maritime unions, and local newspapers. The committee also reviewed scholarship programs that are currently in place for students attending the CMA.

The Committee then reviewed the pilot identification and training programs in the following states: Pennsylvania/Delaware, Oregon, Washington and Alaska. (The committee also reviewed the current enrollment statistics at California Maritime Academy that reflect enrollment of 35% minority and 20% women.)

The purpose of this gathering of data and practices was to try and discover how the selection and training process is done in other areas and institutions to see if there were policies and practices that could benefit the efforts of our Board in the process of diversity recruiting and training.

The committee then turned its attention to what parts of the recruiting and training process it might address to increase the racial, ethnic and gender diversity applicant pool. Both short and long-range plans were discussed.

Ideas that were discussed were:

1. Identification of potential candidates
2. Establishment of a mentoring program
3. Recruitment of persons who are leaving the Navy, either retirement or other.
4. Exploration of an apprenticeship program.

The Committee also would ask the Board to give it guidance on the command time requirement that is in Section 213 of the Board's regulations. (It was noted that the command requirement had been reviewed following earlier selections and that the Board would request comment from current and past chairs of the Pilot Evaluation Committee.)

The Committee, with the help of Kenny Levin and his staff, Julie Brown, developed a flow chart outlining the various processes currently in place that a candidate must follow to matriculate as a Bar Pilot. (A copy of the complete report and flow charts is available from the Board.)

Commissioner Miller thanked Commissioner Tate and the Committee for a thorough report. Special appreciation was extended to Commissioner Tate for his leadership and vision. The report provides thorough and meaningful direction to the Commission. The Board discussed recruiting participation with CMA and obtaining the copies of earlier Committee's Pilot Evaluation and ad hoc Trainee Selection Committee's command time recommendations.

16. Navigation Technology Committee -- Commissioner Johnston -- report on March 20, 2008 Committee meeting, status of developing recommendations regarding electronic navigation system issues, training and portable pilot units:

The Navigation Technology Committee met last Thursday at the Board office and continued its detailed review of pilot training in navigation technology and of portable pilot units.

Glen Paine, Executive Director of MITAGS (Maritime Institute of Technology and Graduate Studies), which is currently providing continuing education training to the SFBP under contract with the Board, provided an extensive power point presentation of electronic navigation issues and a discussion of the different levels of training provided by MITAGS and PMI, including a new multi-day course on electronic navigation for pilots, focusing on the advantages and limitations in modern electronic navigation systems, including RADAR, ARPA, ECDIS, AIS, PPU, VHF and IBS. Captain Pecota also discussed the training in electronic navigation systems provided to cadets at CMA and changes in the way navigation technology is taught.

Captain Gabe, SFBP, provided a review of two additional PPU systems presented to the SFBP in the past two weeks, including Coastal Explorer and Navicom. A chart listing and comparing the features of various systems under consideration was provided to the Committee. (Copies are available from Board staff.)

The Committee continued extensive discussion of the advantages and limitations of PPU's generally and of some specific systems, including those capable of providing independent positioning information and those relying upon the ship's navigation equipment and presenting the information in a form familiar to the pilot. The Committee discussed public expectations and the reality of what such systems could provide, practical aspects, standardization, and integration with shipboard equipment.

The Committee recognized the differences in bridge team management practices on U.S. and foreign flag vessels and the role of master-pilot conferences in ensuring that the master and pilot discuss and agree on a navigation plan and timely resolve differences in any planning, and that the master is kept informed of the pilot's reliance on any information obtained from the PPU to the extent it is different than that available to the master. The Committee also discussed the importance of visual cross checks and the dangers of relying solely on one

source of information to determine the vessel's position.

The Committee expects to review current and proposed regulatory/best practices language including that of other jurisdictions regarding the use of PPU's (and regarding the role that the Pilot Commission should play in their regulation). The Committee is not yet ready to recommend specific language for the Harbor Safety Committee's consideration or the Board's. It expects to review possible language at its next meeting, scheduled for April 17, 2008 at 9:30 a.m., along with liability issues and funding for the initial purchase, for maintenance and for training as well as how any training recommendations fit into current training requirements. The Committee's mandate is to have its preliminary recommendations to the Board by June.

## New Business

1. Authorize Board President and/or Executive Director to prepare and sign contracts for legal services with Emard Danoff Port Tamulski & Paetzold LLP up to \$300,000.00 and Farbstein & Blackman, APC up to \$100,000.00 for FY 08/09 to reflect potential increase in legal expenses associated with the M/V COSCO BUSAN's allision with Bay Bridge on November 7, 2007, administrative hearing, possible appeals, legislative hearings and additional legal expenses to address issues raised by incident and related state and federal inquiries.

Executive Director Moloney advised that in past years the contract limits had been \$300,000 for primary outside counsel and \$30,000 for secondary counsel who is used in the event of a potential conflict.

It was moved and seconded to Authorize Board President and/or Executive Director to prepare and sign contracts for legal services with Emard Danoff Port Tamulski & Paetzold LLP up to \$300,000 and Farbstein & Blackman, APC up to \$100,000 for FY 08/09 to reflect potential increase in legal expenses associated with the M/V COSCO BUSAN's allision with Bay Bridge on November 7, 2007, including the administrative hearing involving the pilot's license, possible appeals, legislative hearings and additional legal expenses to address issues raised by the incident and related state and federal inquiries. Commissioner Miller asked for comments from the public and discussion. Board Counsel Paetzold re-emphasized the Board's limited authority to use outside counsel for maritime issues only and that advice on non-maritime issues such as those dealing with the Open Meeting Act and state rulemaking procedures and others not requiring maritime legal expertise must be requested from state attorneys. Such advice has typically been provided by the legal office of the Department of Consumer Affairs. The new demands on the Board following COSCO BUSAN will require a prioritization of the Board's legal needs and those of its committees and the increased use of other resources if the Board is to accomplish these goals and remain within its legal budget. He said that he would continue to work with the Board President and Executive Director to seek additional assistance from state resources. There were no further comments and no further discussion. The motion passed unanimously.

2. Public Comment on matters not on the agenda

Mr. G. Leo Maselli, of G. Maselli who was in the audience introduced himself as the writer and producer of a proposed documentary film entitled "Pilots of the Golden Gate." He wrote a letter soliciting the BOPC support to encourage the SFBP Association to cooperate with him to make this film. It was noted that the Board oversees pilots in their professional activities but does not have authority to require the association to cooperate with a film producer. SFBP Port Agent Captain McIsaac noted that the pilots had informed Mr. Maselli that filming the pilots would be distracting and dangerous. Commissioner Wagner noted that she was involved in the first SFBP film and confirmed that performing piloting duties while being filmed was distracting and added to the risks inherent in the job. Commissioner Osen also commented that when industry permits filming on its ships, production is lost. Captain McIsaac also noted that since 911 and the COSCO BUSAN security concerns have increased. Commissioner Miller thanked Mr. Maselli and noted that the Board cannot act on an item that is not on the Board agenda. Commissioner Miller asked the Board members if anyone would like to request this item be added to the agenda. There was no request. This item will not be added to the agenda.

3. Proposals for additions to next month's agenda -- there were none.

Schedule next meeting -- the next meeting is scheduled for April 24, 2008 at 9:30 a.m., with a possible Finance Committee meeting at 8:30 a.m. (if one is scheduled).

Adjournment -- the meeting was adjourned at 12:00 noon.

Respectfully submitted,

Alice A. Evans  
Secretary