

BOARD OF PILOT COMMISSIONERS

Minutes November 21, 2002

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 November 21, 2002, Commissioner Falaschi presiding. A quorum was present, including Commissioners Bayer, Lundeberg, Rosequist and Winn. Also in attendance were Port Agent Captain McIsaac, Board Counsel Ray Paetzold, Executive Director Moloney and Secretary Alice Evans and various members of the public.

Commissioner Falaschi reported that the USCG has a presentation that they would like to make at the beginning of this meeting. He then introduced USCG Captain of the Port, Captain Swanson and Commander Saine.

Captain Swanson made the following public service commendation:

“The Commandant of the United States Coast Guard takes great pleasure in presenting the Coast Guard Public Service Commendation to the San Francisco Bay Pilot’s Association for its superior performance and significant contributions to national security. After the September 11, 2001, terrorist attacks, the Association worked hand-in-hand with the Coast Guard Marine Safety Office San Francisco Bay to develop and implement the nation’s first Sea Marshal Program, which was created to protect the port of San Francisco, California. The Association was a key link in this pioneering program, providing crucial transportation for Sea Marshals on pilot boats to embark and disembark from ships requiring security escorts. The Association was exceptionally proactive towards ensuring the welfare of Sea Marshals, volunteering countless hours of essential training that included how to safely board ships from a pilot boat in heavy weather, bridge familiarization, ship’s crew routines, emergency procedures, and survival training. The Association generously offered their assets and experience, ensuring the success of the Coast Guard’s newest mission. Providing a pilot boat with a skilled crew uniquely suited to Northern California’s hostile offshore environment, the Association ensured the safety of Sea Marshals transiting in seas up to 25 feet and winds exceeding 40 knots, all without injury or incidence. Together, the Bar Pilots Association and Coast Guard provided security for over 2,000 commercial vessels, ensuring the security of San Francisco Bay’s critical port facilities and landmarks, and hardened commercial shipping targets against future acts of terrorism. The San Francisco Bay Pilots Association’s superb contribution to the success of this vital program and to the defense of the nation is recognized as another historic milestone in their rich heritage of public service dating back to 1835. The Association’s unwavering support and strong dedication to duty are most heartily commended and are in keeping with the highest traditions of the United States Coast Guard.”

USCG Captain Swanson also noted the patriotism of the SFBP, crew and employees and expressed his sincere appreciation.

The commendation was received on behalf of the SFBP by Port Agent Captain McIsaac and Business Manager Ken Levin who thanked the USCG on the behalf of all SFBP, crews and employees and said they were honored to receive such an award.

The Minutes of the October 24, 2002, meeting were unanimously approved.

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

1. The Board forwarded a letter dated November 13, 2002, to the SFBP regarding two pilots who failed to attend the CMA Basic Safety and Bridge management course July 26, 2002
2. The Board received letters from Captain D. Plant, dated November 14, 2002, and Captain P. Crowell, dated November 18, 2002, regarding their absence from the CMA Basic Safety and Bridge management course July 26, 2002.

Executive Director noted that their absence was an inadvertent oversight on their part and that their training had been rescheduled. The Board discussed the significance of continued training, impact on the pilots' safety record and the importance of a positive attitude towards training. Port Agent Captain McIsaac assured the Board that the pilots shared the Board's views on training and that these instances were not systemic.

The Executive Director, stated that he and the Port Agent were reviewing the system for notifying pilots of scheduled training and would inform the board of any changes.

Other Pilot Matters--Executive Director Moloney

1. The Board has received the manpower reports and statements for pilotage fees and surcharges collected from SFBP through September and Inland Pilot Slough through October 2002. Copies are available in the Board office.
2. The Board issued license renewals to Captains Dowdle and Simenstad during the month of November 2002.

Port Agent's Report--Port Agent Captain McIsaac

1. There are currently four pilots NFFD:
Captain Hughes continues to recover from heart surgery;
Captain Rioux continues to suffer complications and will require additional surgery;
Captain Wagner continues to recover from an ankle injury and subsequent surgery;
Captain Dowdle broke two ribs while disembarking from a ship onto the
P/V CALIFORNIA. He is expected to return to duty early next month.
2. The P/V CALIFORNIA is currently dry-docked at Stones Boatyard where, in addition to the regular annual maintenance, a new, larger capacity watermaker is being installed. She will return to service the week of November 25.
3. The first storm of the season was not only early, but very strong. At the same time that the old dry-dock tore away from Pier 70, there were a number of vessels that were dragging anchor in Anchorage 9. They were safely re-anchored. The SFBP crews and pilots performed their duties under these challenging conditions without any problems.
4. The PMA lockout of the ILWU resulted in about a 19% decrease in billings for the month of October.

5. Port Agent McIsaac met with Chris May, Terminal Manager of MTC, and discussed the SFBP concern with recent vessel interaction. They agreed to mark each bollard limiting the lines to no more than two. SFBP offered to participate in safety training with the terminal's linemen and continue to inform the vessel captains of any anticipated traffic during their port call.

6 Through October 2002

Bar Crossings	- 2.41%
Bay Moves	+0.94%
River Moves	+6.27%
Total Moves	-1.47%
GRT	-1.16%

as compared to the same period last year.

Unfinished Business

1. Open Incidents --Executive Director Moloney

a. M/V AKADEMIK SEMENOV, lost engine power between Prisoner's Pt and #1 and #2, August 3, 2002, SFBP Captain Atthowe

PROBABLE CAUSE

At about 0835 on August 3rd, 2002, Capt Atthowe boarded the tanker AKADEMIK SEMENOV off New York Point to pilot the vessel to Stockton. The transit was uneventful for the first two hours up to the point of entering the Stockton Deep Water Channel.

At about 1052 the vessel lost propulsion due to the failure of two diesel generators. The vessel's emergency diesel generator came on line which provided power to the steering machinery. Capt Atthowe noted that the GPS was functioning and indicated a speed of 6 knots. He contacted the USCG and the Port of Stockton and requested that tugs be dispatched to assist the vessel.

Capt Atthowe had the anchors walked out to the water's edge and at about 1056 had the port anchor let go. The brake on the anchor was not holding well so the starboard anchor was also let go and held at between 3 and 4 shots. The port anchor ran out to 10 shots by the time the vessel stopped. The position at that time was about 175 yards downstream of beacon #3. Capt Atthowe was able to maintain the vessel's position in the channel using the bow thruster.

The engine was restarted at 1102 and at 1107 recovery of the port anchor began. At 1109 the port anchor chain parted at about the 9 shot mark. The starboard anchor was then heaved in to about one shot. The current had started to flood and the wind was increasing, making it difficult to hold the vessel in the channel.

Capt Atthowe and the master decided to head back down the channel to get the machinery problems taken care of. Using the wind, current and bow thruster, the vessel was turned to starboard. The starboard anchor was recovered and the vessel proceeded downstream at slow speed. At 1240 the first tug from Stockton intercepted the vessel and was made fast on the stern. Five minutes later the second tug arrived and was made fast on the port bow. At 1340 the USCG directed the vessel to proceed to Diablo Terminal, Pittsburg for inspection. The remaining transit was uneventful and the vessel was moored at 1630.

OPINIONS

1. Capt Atthowe handled the propulsion loss well. He had time to consider options and plan the response with the master.
2. The dropping of one anchor at long scope and the other at short scope is a technique taught at the manned model simulator at Grenoble. Equipment failure may have contributed to using this method, but it is a valid one.
3. The position where the vessel stopped was fortunate in that it allowed the turn back downstream. Most of the route is too narrow to permit that.

RECOMMENDATIONS

1. Close this case, no pilot error. Capt Atthowe is commended for his handling of a hazardous situation. The master noted how calm he was and the smooth flow of communications which reinforced his confidence in the pilot.
2. The loss of the port anchor is another case of equipment failure. The vessel had already recovered a shot of chain when it parted.

It was moved and seconded to accept the IRC report. Commissioner Falaschi asked for discussion. There was none. The motion passed unanimously.

- b. M/V ROYAL ACCORD, interaction with M/V DELTA PRIDE, Bay Bulk Pittsburgh, August 13, 2002 -- remains under investigation
- c. M/V ROYAL ACCORD, grounding, Pittsburg Diablo, August 13, 2002, SFBP -- remains under investigation
- d. M/V GINGA KITE interaction w/ M/V ALLEGIANCE, Avon Dock, October 6, 2002 - - remains under investigation

The Board discussed the level of control over foreign flag vessels entering the Bay with unrepaired deficiencies. Captain of the Port Captain Swanson, who was in the audience, requested that this item be placed on next month's agenda, at which time the USCG would give an overview of the Coast Guard's Port control authority and procedures.

Commissioner Falaschi requested that additional information be included in the IRC's oral reports in the future, including the investigator's name, procedures taken to arrive at the IRC's conclusion, lessons learned, if applicable, and any other pertinent information that may be helpful to the Board, depending on the complexity or significance of the incident.

Commissioner Falaschi noted that it was time for the annual review of the Executive Director's performance in the Incident Review Committee. This item will be added to the next Board meeting agenda.

2. Pilot Ladder reportable incidents --Executive Director Moloney gave the following report:

VESSEL	PILOT	DATE	DEFICIENCY
HANJIN GOTHENBURG	J. WEISS	11/3/02	Unable to secure ladder or platform to side of vessel while disembarking

Copy of the report was given to the Master and the SFBP will forward same to the Agent.

3. Rules and Regulations Committee--Commissioner Falaschi said there is no report.

4. Finance Committee--Commissioner Winn--Report on new office furniture/expense items; possible **Board action to approve expenditures re same**

Commissioner Winn reported that the Committee met today at 8:30 a.m. The SFBP reported that their end-of-August gross revenues were up 3%, expenses up 3%, net income up 6%, and the income-to-expense ratio was at 33%. Overall, October traffic was down 20% due to the labor dispute and Income was down 17%.

The Committee reviewed the pilot boat surcharge. As of the end of October 2002 there is a surplus of approximately 350K. It is anticipated that it will take about 12.3 months to deplete this surplus at current levels and the Committee recommends no action at this time. However it was noted that the Committee anticipates a change to the surcharge in the second quarter of 2003 to become effective July 2003.

The BOPC monthly expenditures were reviewed and nothing unusual was noted. Additional explanation will be added to the report to identify pilot trainee stipend.

The Committee reviewed the list of new office furniture for the Board office. It was moved and seconded to authorize the Board President and/or Executive Director to execute all necessary documents to purchase the various furniture, (conference table, chairs, bookshelves and various necessary office items), in the amount up to \$12,000. Board President Falaschi asked for discussion. It was noted that the Budget Analyst was advised of this amount. There being no further discussion the motion passed unanimously.

The next Committee meeting is scheduled for 30 minutes before the next Board meeting.

5. Pilot Training Curriculum Committee--Commissioner Falaschi said there is no report.

6. Trainee Selection Process--Executive Director

a. Report on status of contracting with trainees -- Executive Director said there are currently three trainees in the training program. All contract documents have been completed.

b. Development/adoption of Board policy regarding requests to defer entry into training program; **possible Board action**

Commissioner Falaschi requested that Commissioners Bayer and Lundeberg and SFBP Captains R. Nyborg and Melvin, participate in an ad hoc committee to develop a recommendation for Board policy regarding any future request by trainee selectees to defer entry into training program; to review any lessons learned from the recently completed trainee selection process, and to develop recommendations for changes in the process, if warranted. The Chair is to be determined at a later date. He then thanked each committee member.

7. Pilot Evaluation Committee--Capt. Melvin reported that the Committee met November 20. The Committee met separately with each trainee. The trainees are working on their pilot endorsements on areas A, B and C, and the lower Bay. It was noted that the trainees have exhibited a very professional attitude to date.

The Committee continues to review the selection process. No conclusion has been reached on the lessons learned. The next PEC meeting is scheduled for December 18 at 1:00 p.m.

8. ILWU -- status of 80-day cooling off period/effect on pilotage--Commissioner Falaschi noted that there are no issues for the Board to address at this time and that the Board would continue to monitor the possible effects and to remain pro-active.

New Business

1. Vessel Interactions--review of incident frequency; Board's role in addressing the problem--Commissioner Falaschi/Executive Director Moloney

It was noted in the Port Agent's report that the SFBP would work with the shipping companies on remedies and training for the interactions. It was discussed that there have been studies done by the Port of Oakland and the High Velocity Study Group that address vessel interactions. The Board will continue to monitor this item.

2. Public Comment on matters not on the agenda -- there were none.
3. Proposals for additions to next month's agenda -- Presentation by the Captain of the Port, Captain Swanson, USCG regarding port control procedures to check ships entering with unrepaired deficiencies.

Schedule next regular meeting -- the next Board meeting is scheduled for December 19, 2002, at the Board office, Pier 9, Suite 102, San Francisco at **10:00** a.m. The Finance Committee is scheduled for 9:30 a.m., at the same location.

Adjournment -- The meeting was adjourned at 11:30 a.m.

Respectfully submitted,

Alice A. Evans
Secretary