

**Board of Pilot Commissioners
for the Bays of San Francisco,
San Pablo, and Suisun**



2023

Annual Legislative Report

**Board of Pilot Commissioners
for the Bays of San Francisco, San Pablo, and Suisun**

**Commissioners
(As of December 31, 2023)**

Karen Tynan, President, Public Member
Jennifer Ferrera Schmid, Vice President, Public Member
Joanne Hayes-White, Public Member
Captain Einar Nyborg, Pilot Member
Captain Robert Carr, Pilot Member
Captain Lynn Korwatch, Dry Cargo Industry Member

Toks Omishakin, Secretary of the California State Transportation Agency

Board Staff

Allen Garfinkle, Executive Director
Matthew Millspaugh, Assistant Director
Alethea Wong, Staff Services Manager I

Report Date: April 15, 2024

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I. Introduction

The Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun (Board) also known as the BOPC or Pilot Commission – licenses, trains, and regulates up to 60 maritime pilots (pilots or Board-licensees) who guide ships of 750 gross tons or greater on the Bays of San Francisco, San Pablo, Suisun and Monterey, and tributaries to ports in Stockton and Sacramento. The pilots are organized for private business operational purposes as the “San Francisco Bar Pilots.”

The Board consists of eight members (also known as Commissioners), seven of whom are appointed by the Governor with the consent of the Senate, and one ex officio, non-voting member who is also a Governor appointee in a full-time state position, as follows:

- Two are pilots licensed by the Board.
- Two are shipping industry members—one from the tanker industry and one from the dry cargo industry.
- Three are public members who are neither pilots nor work for companies that use pilots.
- The Secretary of the California Transportation Agency, who serves as the ex officio non-voting member.

The Board was created by the first legislative session of the State of California in 1850 and has been serving continuously ever since. The current Board operates on a part-time basis and meets monthly. The Board has several committees that assist it with the review of important matters. Committees consist of Board members and volunteers who may provide expertise on a specific subject(s). Committees meet at varying times during the year at public meetings and make recommendations to the Board. The Board is the decision-making body.

Statutory references to the Board can be found in the Harbors and Navigation Code §1100 *et seq.* Board regulations can be found in California Code of Regulations, Title 7, §201 *et seq.*

Board-licensees charge pilotage fees (tariffs) for the delivery of pilotage services. In 2022, the Legislature transitioned its authority to set pilotage tariffs to the Board. Board-licensees also charge, collect, and remit or expend various surcharges as set and directed by the Board. These surcharges provide funds to the Board’s operations and programs, pilot boats and other assets owned and used by Board-licensees, and the San Francisco Bar Pilot Pension Plan.

Section 1157.5 of the Harbors and Navigation Code was added by Senate Bill 1217 (Chapter 568, Statutes 2008), and mandates the Board annually submit a report to the Secretary of the Senate, the Chief Clerk of the Assembly, and the Secretary of the California Transportation Agency on or before April 15th of each year describing the Board’s activities for the preceding calendar year and providing certain specified information.

The statutory annual reporting requirements include the following data: the number of vessel movements across the bar (a sand bar approximately 11 miles west of the Golden Gate Bridge); the number of vessel movements on the bays and on the rivers within the Board's jurisdiction; the names

of pilots and trainees and license status; and summaries of closed and open navigational incident or misconduct reports involving a pilot or pilot trainee. The following report is hereby submitted in compliance with the statutory requirements.

II. Summary of Major Board Activities in Calendar Year 2023

Below is a summary of major Board activities in calendar year 2023.

1. COVID-19 and Legislative Changes—Public Meetings

During the COVID-19 pandemic, Governor Newsom signed several Executive Orders that included amendments to the Bagley-Keene Open Meeting Act (Act) provisions allowing public bodies to hold virtual public meetings via audio or video teleconference without members being physically present or advertising the members' location in the meeting agenda. Subsequently, Governor Newsom signed Senate Bill 189 (Chapter 48, Statutes 2022) that allowed state public bodies to hold virtual meetings under the amended rules through June 30, 2023.

In April 2022, the Board elected to return to in-person meetings at the Board office. Concurrently under the amended the Act, the Board provided the opportunity for Board, committee members and the public to participate telephonically and the Board continued this practice through June 30, 2023. Between July 1, 2023, and December 31, 2023, the Board continued to provide participation in public meetings both at the Board office and telephonically under the original language of the Act. Through these transitions the Board staff ensured the public was informed and provided access to all public meetings and continued to carry out all mission critical duties.

2. Pilot Fitness

The Board, under a contract with the Regents of the University of California on behalf of the University of California San Francisco, Department of Occupational and Environmental Medicine, continues to administer the most comprehensive and advanced pilot and pilot trainee medical assessment program in the nation, with requirements that exceed the U.S. Coast Guard's medical guidelines for maritime pilots. During 2023, UCSF provided 70 fitness evaluations of licensed pilots and pilot trainees.

The Board promulgated several amendments to update the pilot fitness regulations in October 2021, those regulations were fully implemented in 2022 and the Board continued to regulate pilot fitness in 2023 under the updated fitness regulations. To further enhance the rigorousness of the Board's oversight of pilot and pilot trainee fitness the amended regulations accomplished the following: clarified the timetable to complete a fitness evaluation; allowed for a fitness determination by Board-appointed physicians for a period of less than one year; mandated periodic re-evaluation of pilots on not fit for duty leave, amended the minimum qualifications for a Board-appointed examining physician to ensure the sufficient availability of physicians; and, updated various terms and forms.

3. Progress Implementing Senate Bill 1408 (Ch. 794, St. 2012)—Pilot Fatigue Study

The Board made progress towards meeting the legislative mandate of Senate Bill 1408 (Chapter 794, Statutes 2012) to study of the effects of work and rest periods on the psychological ability and safety of pilots, and to provide recommendations on how to prevent pilot fatigue and ensure the safe operation of vessels. As mandated by the legislation, the Board is to promulgate regulations establishing requirements for adequate pilot rest periods intended to prevent fatigue based on the study results and recommendations.

Integral to the effort, the Board entered into an agreement with researchers from the San Jose State University Research Foundation (Foundation) that also included study assistance from researchers at the Ames Fatigue Countermeasures Laboratory of the National Aeronautics and Space Administration at no additional cost to the Board. The pilot fatigue study officially commenced in August of 2016 and was completed in July 2018. The study made nineteen recommendations, some of which are amenable to regulatory actions.

The Pilot Fitness Committee proceeded with the development of pilot fatigue mitigation regulations in 2021. The draft pilot fatigue mitigation regulations propose to add: limits on the maximum work period, minimum rest periods between jobs, an item in the Incident Review Committee's written report which describes the assessment of whether or not fatigue contributed to an incident; fatigue related topics in the Pilot Trainee Training Program and the Pilot Continuing Education Program; a fatigue risk management system (FRMS) to ensure the operations of the San Francisco Bay Pilots support effective rest opportunities and fatigue mitigation measures; and, a description of the duties of pilot trainees to comply with work-hour limitations and rest-period requirements set forth for the pilots.

In February 2022, the Pilot Fitness Committee's draft pilot fatigue mitigation regulations were approved by the Board and the Board requested staff to commence the rulemaking process. The preparation of regulations and related rulemaking documents took place in 2022 and 2023. The regulations were approved by the Office of Administrative Law in February 2024 and took effect on April 1, 2024.

4. Pilotage Rates, the Rate Setting Process, Pilot Boat Program and Legislation

Global supply chain impacts due to the COVID-19 pandemic-related supply chain disruptions have eased, and shipping volumes increased in 2023, but remain below their pre-COVID-19 pandemic levels.

On September 29, 2022, Assembly Bill (AB) 2056 (Chapter 769, Statutes 2022) was enacted to respond to the impacts of the COVID-19 pandemic-related disruptions to trade that continued to result in depressed business and shipping conditions in the Bay Area and negative fiscal impacts to pilotage revenue. The enacted legislation increases certain pilotage fees, set temporary pilotage fees, made changes to the funding of pilot boats, and made changes to the pilotage rate setting process to achieve a more efficient rate setting mechanism.

In regards to pilotage revenue, AB 2056 established three annual increases to the minimum charge for bay pilotage through the Golden Gate Bridge beginning January 1, 2022, with the last increase effective on January 1, 2024, set minimum pilotage charges for bay and river moves, with one annual increase for each type of minimum charge in January 1, 2024, increased rates for events involving

pilot stand by time, cancellations, and for a pilot carried away, and created temporary transit fees that are to remain in effect until the Board publishes its first pilotage tariff.

AB 2056 also transitioned the pilotage rate setting authority from the Legislature to the Board, specifying a detailed pilotage tariff setting procedure for the Board to follow. In 2023 no rate hearing was requested, pilotage rates were not adjusted, and the temporary transit fees authorized under AB 2056 remained in effect.

5. Pilot Boat Program

AB 2056 authorized eligible pilot boat costs to include preliminary design and engineering costs, and the repowering of existing pilot boats or the acquisition of new pilot boats to meet the requirements of any rules governing the emissions of commercial harbor craft, it further authorized pilot boat surcharges to be collected prospectively before the imposition of certain eligible costs, created a Pilot Boat Surcharge Account in the State Treasury, and required all Board-set pilot boat surcharge rate revenues charged and collected by pilots to be paid monthly to the Board and deposited into the new account. The legislation also included maximum budgetary expenditure amounts from the account in fiscal years 2022-23 through 2035-36.

Under the authorities provided by AB 2056, in July 2023 the Board approved the Final Authorization of a new pilot vessel, the P/V GOLDEN GATE. In support of State climate change goals, the P/V GOLDEN GATE was designed to meet reduced emissions requirements set by the California Air Resources Board for harbor craft. The vessel also incorporates enhanced safety features and operates with far less vibration and lower decibels than traditional vessels, which benefits the health and safety of pilots and vessel crews.

In 2023, the Board began the process of drafting proposed changes to regulations which, if approved, would allow for preliminary Board authorization for pilots to recover their costs related to obtaining new pilot boats or extending the service life of existing pilot boats. Preliminary authorizations will allow pilots to receive reimbursement for those costs prior to the completion of modifications to an existing vessel or prior to completion of a new vessel. The Board expects to submit proposed regulations to the Office of Administrative Law in 2024.

6. Pilot Trainee Program

The Board administers a Pilot Trainee Training Program (Training Program) for qualifying mariners to obtain the knowledge, skills, and abilities to be licensed as a pilot by the Board. Approximately every two-to-three years, the Board conducts a rigorous Pilot Trainee Training Program Selection Exam to establish a ranked list of eligible candidates from which to select qualified Training Program participants. Candidates on the eligibility list are offered a spot in the Training Program as space becomes available.

The Training Program selection exam process consists of assessing the candidates professional experience, for which points are awarded, a scored written exam component, and for candidates who pass the written exam, a simulator exam component. Candidates who pass the simulator exam are given an oral interview with a point score that is added to their scores from the application review (based on their prior professional experience), written and simulator test components to determine their final score and placement on the ranked eligibility list.

The Board conducted a Training Program selection exam in June 2022 which resulted in a proposed eligibility list of 10 candidates. In November 2022, the Board was made aware of accusations alleging potential improprieties in the conducting of the 2022 Pilot Trainee Selection Examination. Due to the alleged accusations, publishing of the exam eligibility list was set aside pending investigation of the allegations. In January 2023, the Board requested the California Attorney General's Office (OAG) to conduct an impartial investigation concerning the complaints. Between January 2023 and July 2023, the OAG conducted a thorough investigation from which the OAG produced a full report of their findings in August 2023. The report of the OAG found the investigation did not substantiate any of the alleged improprieties. Based on the findings of the OAG, the Board accepted the 2022 Training Program exam results and exam eligibility list. Two additional trainees were then approved by the Board to enter the training program, both of whom started training in August 2023.

A trainee can be in the Training Program for a minimum of one year, to no more than three years. Trainees are paid a \$8,000 stipend per month to participate in the Training Program. Board-licensed pilots provide on-the-job training to trainees on ships transiting waters in the Board's jurisdiction. A trainee's progress in the Training Program is overseen by the Board's Pilot Evaluation Committee, which consists of five Board-approved Board-licensed pilots who have been licensed for ten or more years.

To determine the number of trainees in the Training Program, the Board's Pilot Power Committee reviews a semi-annual confidential pilot retirement survey along with pilot work and minimum rest period violation data and recommends to the Board the timing and the number of new trainees from the available eligibility lists to induct into the Training Program.

7. IT Modernization Project (ITMP)

The BOPC received approval of a Budget Change Proposal (BCP) for FY 23/24, providing expenditure authority over a two-year period to commence evaluation and planning for an IT project to modernize the Board's business processes. The BOPC currently relies on manual procedures to complete processes including pilot licensing, pilot training, pilot boat program, and maritime incident investigation reports.

Modernizing the BOPC's business processes is being done under a collective project known as the IT Modernization Project (ITMP). The ITMP includes transitioning manual processes to an IT solution, digitizing historical records and storing them in a database for research, report preparation, and disaster recovery purposes. The project is being completed through the four stages of the California Department of Technology's Project Approval Lifecycle (PAL).

In March 2023, the BOPC received approval of their PAL Stage 1 - Business Analysis. With the approval of PAL Stage -1, the BOPC developed and released in November 2023, a Request for Offer (RFO) for Project Management services to assist the BOPC with the completion of PAL Stages 2-4 in which it will identify and procure an IT solution for the ITMP. As of the date of this report, the BOPC has completed the RFO process and expects an agreement with the selected vendor to be in place by May 2024.

8. Personnel Matters

All Board members are Governor appointees. The part-time Board consists of two pilots licensed by the Board, two members representing the shipping industry, and three members of the public, along with the Secretary of the Transportation Agency, who is a non-voting member.

In October 2023, Governor Newsom appointed the dry cargo shipping industry member position. The tanker company operations shipping industry member position was vacant through the year. As of the date of this report, the tanker company operations shipping industry board member position remains vacant.

In support of the Board's IT Modernization Project as part of the BCP approved for FY 23/24 the Board received authority for one new position, increasing the Board staff from four to five positions. Three positions were vacant for a portion of 2023, with one position filled permanently in June 2023, previous to which the position was filled temporarily by a retired annuitant.

Due to the small number of Board staff, the Board receives necessary administrative, program and technical support through agreements with other governmental entities and private contractors including:

- The Department of Justice
- California Highway Patrol
- Department of Transportation
- California Department of Human Resources
- State Controller's Office
- Department of Technology
- California State University Maritime Academy
- Regents of the University of California
- Department of General Services
- Commission Investigators
- San Francisco Bar Pilots
- Artelia

9. Litigation Involving the Board in 2023

There was no litigation involving the Board in 2023.

III. Number of Vessel Movements in 2023

Subdivision (a) of Section 1157.5 of the Harbors and Navigation Code mandates that the Board report the number of vessel movements across the bar, on the bays, and on the rivers within the Board's jurisdiction. The following are the 2023 vessel movement statistics:

Number of vessel movements across the San Francisco Bar	5,368
Number of vessel movements within the Bays of San Francisco, San Pablo, and Suisun	1,701
Number of vessel movements on the Sacramento and San Joaquin Rivers	601
Total Moves	7,670

IV. Status of Board-Licensees and Trainees in 2023

1. Status of Board-Licensees as of December 31, 2023

Pilot	Original License Date	Last Date Licensed	Licensed and Fit for Duty Dates	Licensed and Not Fit for Duty Dates	Licensed and on Authorized Manned Model Training Dates	Licensed and on Authorized Combination Course Training Dates
Alfers, Douglas	9/28/2017		1/1/2023 - 12/31/2023		9/11/2023 - 9/15/2023	
Aune, Drew	4/1/2009		1/1/2023 - 4/27/2023	4/28/2023 - 12/31/2023		
Barnum, Mark	12/8/2022		1/1/2023 - 10/20/2023	10/21/2023 - 12/31/2023		10/23/2023 - 10/27/2023
Benedict, William	1/29/2021		1/1/2023 - 12/31/2023			
Billingsley, Neil	4/28/2016		1/1/2023 - 12/31/2023			
Bridgman, Daniel	4/1/2010		1/1/2023 - 12/31/2023			
Burns, Mathew	8/24/2023		1/1/2023 - 12/31/2023		9/11/2023 - 9/15/2023	10/23/2023 - 10/27/2023
Carlier, John	1/20/1989		1/1/2023 - 12/31/2023		6/26/2023 - 6/30/2023	10/23/2023 - 10/27/2023
Carr, Robert	6/27/2013		1/1/2023 - 12/31/2023		6/12/2023 - 6/16/2023	
Corbett, David	4/25/2019		1/1/2023 - 12/31/2023			
Crowl, Casey	7/25/2019		1/1/2023 - 12/31/2023			
Cvitanovic, David	6/22/2017		1/1/2023 - 8/29/2023; 10/21/2023 - 12/31/2023	8/30/2023 - 10/20/2023	6/26/2023 - 6/30/2023	
D'Aloisio, Samuel	7/1/2014		1/1/2023 - 12/31/2023			
Deisher, Nicholas	5/28/2021		1/1/2023 - 12/31/2023			
Epperson, Dylan	12/15/2016		1/1/2023 - 12/31/2023		6/26/2023 - 6/30/2023	
Favro, Orrin	12/14/2012		1/1/2023 - 12/31/2023		9/11/2023 - 9/15/2023	
Fawcett, Erik	6/23/2011		1/1/2023 - 12/31/2023		6/12/2023 - 6/16/2023	
Freese, Kevin	11/15/2018		1/1/2023 - 12/31/2023			
Greger, Ronald	1/24/2019		1/1/2023 - 2/21/2023; 4/3/2023 - 12/31/2023	2/22/2023 - 4/2/2023		
Hirschfeld, Jubal	2/25/2016		1/1/2023 - 12/31/2023			
Johnson, Eric	12/13/2012		1/1/2023 - 12/31/2023		6/26/2023 - 6/30/2023	
Kasper, Drue	3/22/2016		1/1/2023 - 2/8/2023	2/9/2023 - 12/31/2023		
Kellerman, Zachary	1/28/2011		1/1/2023 - 12/31/2023		6/26/2023 - 6/30/2023	
Laakso, Kristopher	8/26/2011		1/1/2023 - 12/31/2023		6/26/2023 - 6/30/2023	
Larwood, Dan	7/1/1998		1/1/2023 - 12/31/2023			
LeSieur, Cevan	9/26/2014		1/1/2023 - 12/31/2023			
Lingo, Matthew	2/22/2013		1/1/2023 - 12/31/2023		9/11/2023 - 9/15/2023	
Long, Joe	7/1/2008		1/1/2023 - 12/31/2023		6/12/2023 - 6/16/2023	
Lowe, Jeremy	11/21/2016	12/31/2023	1/1/2023 - 12/31/2023			
Manes, Mark	6/28/2012		1/1/2023 - 12/31/2023			
McCloy, David	6/1/2008		1/1/2023 - 12/31/2023		6/12/2023 - 6/16/2023	
Merritt, David	8/26/2010		1/1/2023 - 12/31/2023			
Meyer, John	11/2/2023		1/1/2023 - 12/31/2023			
Murney, James	9/24/2021		1/1/2023 - 12/31/2023			
Murray, Andrew	4/28/2016		1/1/2023 - 12/31/2023			
Nyborg, Einar	7/1/1995		1/1/2023 - 12/31/2023			
Olmsted, Jonathan	9/21/2023		1/1/2023 - 12/31/2023			
Pascucci, James	8/24/2023		1/1/2023 - 12/31/2023			10/23/2023 - 10/27/2023
Pullin, Jesse	1/24/2019		1/1/2023 - 12/31/2023			
Pyne Mercier, Christopher	3/26/2020		1/1/2023 - 12/31/2023			
Ridens, Raymond	1/1/2007		1/1/2023 - 12/31/2023			
Robinson, Eric	1/1/2004		1/1/2023 - 12/31/2023			
Rogers, Nicholas	1/29/2021		1/1/2023 - 12/31/2023			
Rubino, Michael	3/22/2017		1/1/2023 - 12/31/2023			
Ruff, Paul	1/27/2011		1/1/2023 - 12/31/2023		6/26/2023 - 6/30/2023	
Sappington, Bart	4/27/2023		1/1/2023 - 12/31/2023		9/11/2023 - 9/15/2023	10/23/2023 - 10/27/2023
Slack, Dustin	7/1/2008		1/1/2023 - 12/31/2023			10/23/2023 - 10/27/2023
Snapp, Spencer	1/26/2023		1/1/2023 - 12/31/2023		9/11/2023 - 9/15/2023	10/23/2023 - 10/27/2023
Starnitzky, Maximilian	8/22/2019		1/1/2023 - 12/31/2023			
Stevens, Matthew	1/29/2021		1/1/2023 - 12/31/2023			
Stultz, Joshua	2/24/2012		1/1/2023 - 12/31/2023		6/26/2023 - 6/30/2023	
Teague, Steve	1/1/2007		1/1/2023 - 12/31/2023		6/12/2023 - 6/16/2023	
Vogel, Jason	11/16/2017		1/1/2023 - 12/31/2023		9/11/2023 - 9/15/2023	
Weber, Eric	12/10/2021		1/1/2023 - 12/31/2023			
Wehr, Shane	6/1/2008		1/1/2023 - 12/31/2023		9/11/2023 - 9/15/2023	
Weiss, David	9/10/1993		1/1/2023 - 12/31/2023			

No pilots passed away in 2023

No licensed pilots were on active military duty during 2023.

No licensed pilots were on leave of absence during 2023.

No licensed pilots suspended during 2023

2. Status of Pilot Trainees as of December 31, 2023

Name of Trainee	Training Program	Status on
	Entrance Date	12/31/2023
Jonathan Olmsted	10/1/2020	Graduated 9/21/2023
Spencer Snapp	3/15/2021	Graduated 1/26/2023
Bart Sappington	3/15/2021	Graduated 4/27/2023
James Pascucci	5/10/2021	Graduated 8/24/2023
Mathew Burns	11/2/2021	Graduated 8/24/2023
John Meyer	4/22/2022	Graduated 11/2/2023
Christian Barron	8/22/2023	In Training
Lillian Gallo	8/22/2023	In Training

V. Summary of Reports of Navigational Incidents Acted on or In Progress in 2023

Subdivision (c) of Section 1157.5 of the Harbors and Navigation Code requires the Board to provide summaries of each report of misconduct or navigational incidents involving pilots, or other matters for which a license issued by the Board may be revoked or suspended. The summaries must provide a description of findings made by the Board's Incident Review Committee, the resulting action taken by the Board, as well as a summary of any prior reportable incidents of which a finding of pilot error was made for the pilots involved. For those cases that are still under investigation, the summary shall include a description of the reported incident and an estimated completion date for the investigation.

There were five reportable navigational incidents in 2023, summarized as follows:

1. M/V EVER LOGIC

Pilot	Captain Doug Alfors
Incident Description	An event involving the M/V EVER LOGIC passing the M/V EVER FASHION, which suffered gangway damage as the result of hydraulic interaction.
Location	Oakland Outer Harbor
Date of Event	June 30, 2023
Incident Review Committee Finding	INVESTIGATION PENDING Estimated Completion Date—April 2024
Board Action/Date	INVESTIGATION PENDING
Reportable Incidents of Prior Pilot Error/ Misconduct	None.

2. P/V RUBY PRINCESS

Pilot	Captain Dustin Slack
Incident Description	P/V RUBY PRINCESS, which made unintended contact with Pier 27 while berthing.
Location	San Francisco, CA
Date of Event	July 6, 2023
Incident Review Committee Finding	INVESTIGATION PENDING Estimated Completion Date—April 2024
Board Action/Date	INVESTIGATION PENDING
Reportable Incidents of Prior Pilot Error/ Misconduct	None.

3. P/V NEW HANDY

Pilot	Captain Ray Ridens
Incident Description	The P/V NEW HANDY made unintended contact with the San Joaquin River Light #39.
Location	Enroute to the Port of Stockton, San Joaquin River
Date of Event	July 23, 2023
Incident Review Committee Finding	INVESTIGATION PENDING Estimated Completion Date—April 2024
Board Action/Date	INVESTIGATION PENDING
Reportable Incidents of Prior Pilot Error/ Misconduct	Captain Ridens was involved in one prior incident in 2013, where the M/V TOKYO was inbound to Oakland Outer Harbor and while passing another vessel, that vessel suffered damage to their gangway. The Board found no misconduct on the part of Captain Ridens and the case was closed with no further action.

4. P/V TURRICUM

Pilot	Captain Dylan Epperson
Incident Description	M/V TURICUM which made unintended contact with the dock at Richmond, CA
Location	Richmond, CA
Date of Event	July 24, 2023
Incident Review Committee Finding	The IRC reported to the Board they evaluated the evidence obtained in this matter and concluded there was no pilot error and have discontinued the investigation.
Board Action/Date	IRC reported to the Board they determined there was clearly no pilot error and that the investigation was discontinued.
Reportable Incidents of Prior Pilot Error/ Misconduct	None.

5. M/V BOHOL ISLAND

Pilot	Captain Dan Larwood
Incident Description	M/V BOHOLD ISLAND making unintended contact with the corner of Pier 2 in Sacramento, CA
Location	Sacramento, CA
Date of Event	September 1, 2023
Incident Review Committee Finding	INVESTIGATION PENDING Estimated Completion Date—April 2024
Board Action/Date	INVESTIGATION PENDING
Reportable Incidents of Prior Pilot Error/ Misconduct	Captain Larwood was involved in one prior incident in 2019, where the M/V WASHINGTON made a hard landing at the Valero Pier in Benicia. The Board found no misconduct and the case was closed with no further action,