



SAN FRANCISCO BAR PILOTS

Section 237(d) Data

January 1, 2023 to December 31, 2023

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May 21, 2024

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California Code of Regulations, Title 7, Division 2, Section 237

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SECTION 237(d) DEFINITIONS AND PURPOSE

Section 237(d)(1) Total Number of Vessels Moved

Definition: Number of vessel transits each month. Each transit may require more than one pilot assigned. A break down by move type is provided in 237(d)(4, 5, 6).

Purpose: A measure of the amount of ships moved.

Section 237(d)(2) Total Number of Pilots Assigned

Definition: The total number of times pilots were called to work each month. During the work day, a pilot may be assigned to pilot one or more vessels.

Purpose: A measure of the number of pilots required to move vessels.

Section 237(d)(3) Number of Pilots Assigned to Move Vessels Each Day

Definition: The actual number of pilots that were called to work each particular day.

Purpose: Analysis of the number of pilots dispatched to work each day (especially when viewed in graphical form) helps determine if there are any short term or long term trends in the number of pilots needed from day to day.

Section 237(d)(4, 5, 6) Number of Bar Crossings, Bay Moves and River Moves

Definition: A break down of the 3 major types of vessels moves each month. 237(d)(1) is the sum of the 3 types of moves.

237(d)(4) Bar Crossings – Moves between sea and docks or anchorages within the Bay.

237(d)(5) Bay Moves – Moves between docks or anchorages within the Bay.

237(d)(6) River Moves – Moves to or from Stockton or Sacramento.

Purpose: A measure of the amount of ships moved.

Section 237(d)(7, 8) Average Draft and Gross Tonnage of Piloted Vessels

Definition: The average draft (Section 237(d)(7)) and gross tonnage (section 237(d)(8)) of vessels each month.

Purpose: A measure of the size of vessels moved.

Section 237(d)(9) Number of Pilot Days Pilot Reported Sick or Injured

Definition: The total number of calendar days pilots were unavailable to work due to sickness or injury each month.

Purpose: A measure of the number of pilots removed from the roster and unavailable to pilot due to sickness or injury.

Section 237(d)(10) MRP Exceptions: Number of Times Pilots Resumed Duties with Less Than 12 Hours Rest

Definition: The number of times pilots returned to work with less than 12 hours rest from their previous piloting duties. Also included is supporting data to help try and explain why the less than 12 hours rest period occurred. In general, they occur because of an exceptionally busy day, because there was not a full roster of pilots available or a combination of both.

Note: 12 hours is based on the conclusions of the 1986 Manalytics study which stated that 12 hours should be a minimum rest period.

Purpose: A measure of the match between the number of pilots needed and the number of vessels being moved.

Section 237(d)(11) Number of Days Pilots Were Engaged in Board Mandated Training

Definition: The total number of calendar days pilots were engaged in commission mandated training each month.

Purpose: A measure of the number of pilots removed from the roster and unavailable to pilot due to training.

Section 237(d)(12) Number of Days Pilots Were Engaged in Administrative Duties

Definition: The total number of 8 hour days pilots were engaged in administrative duties with a break down by task. Quid Pro Quo are those days pilots were removed from the piloting roster or earned comp time to perform the required administrative duties. Pro Bono days are those days that the administrative duties were performed on the pilots “own time” without shorting the piloting roster or earning comp time.

Purpose: A measure of the number of pilots removed from the roster and unavailable to pilot due to administrative duties.

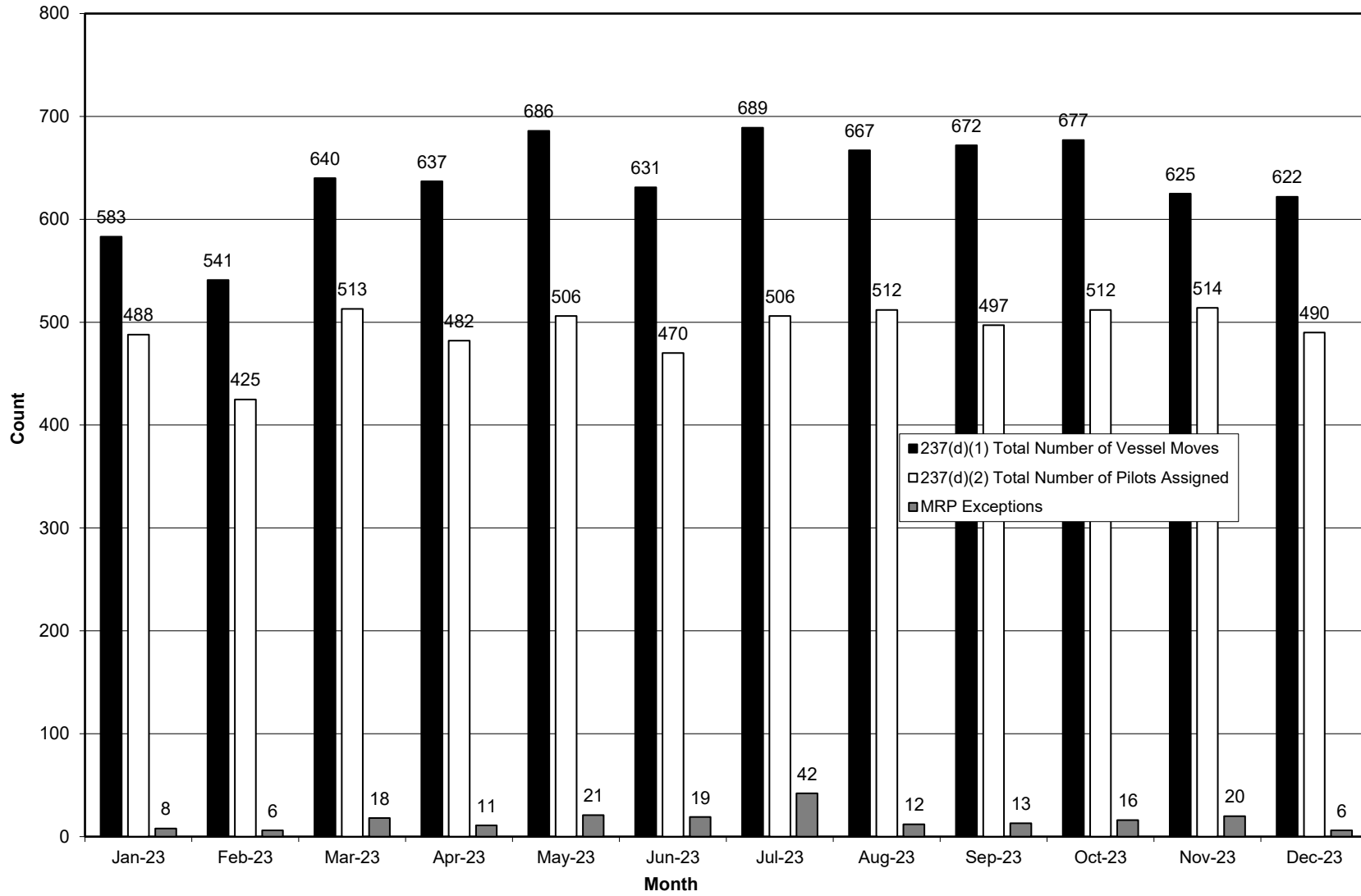
Pilots pulled from the regular rotation for multi-day pilotage jobs.

Note: Multi-day pilotage was extremely unusual when section 237(d) was written. It has since become more relevant. As such, this information is included as a supplemental.

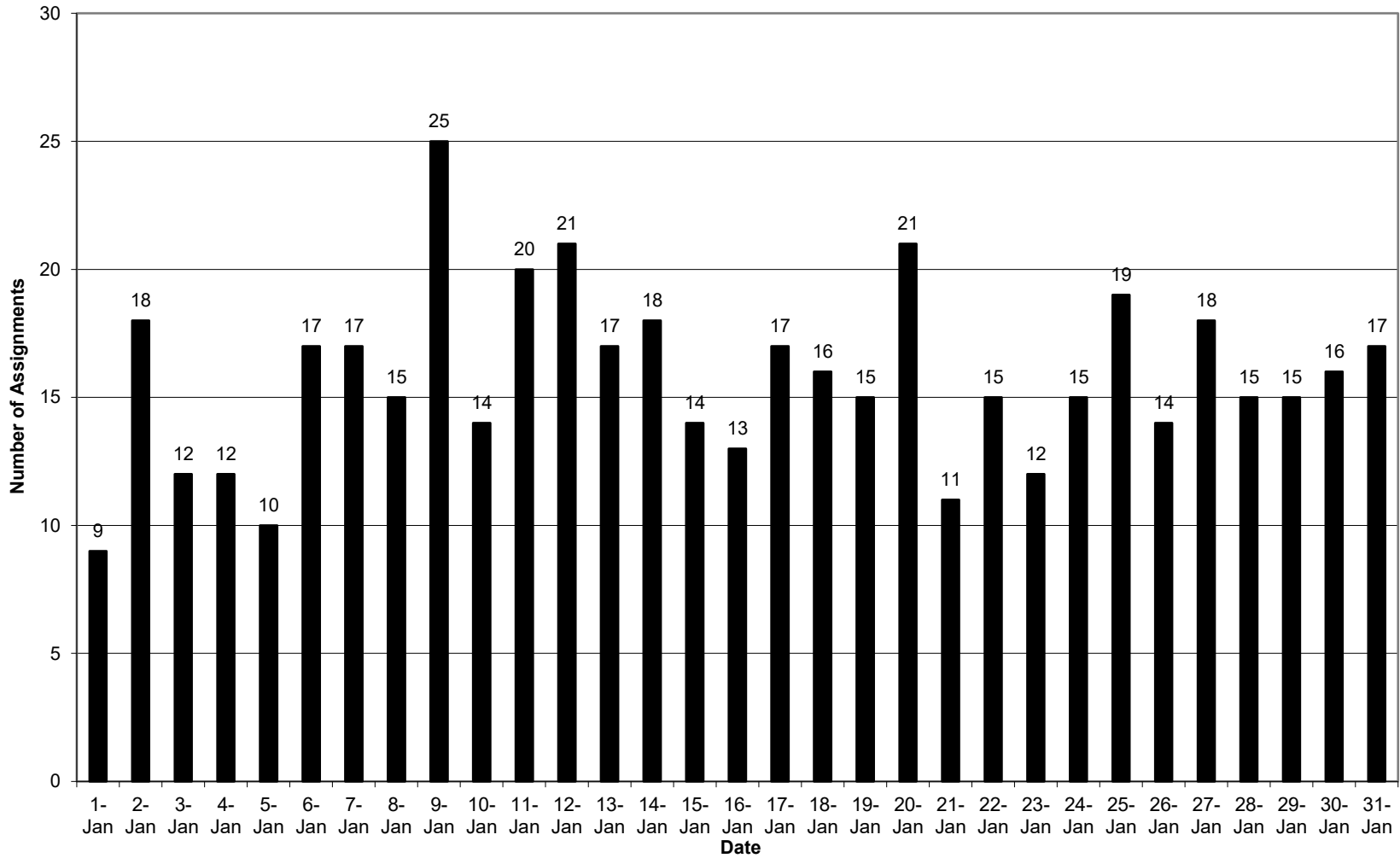
Definition: The number and length of jobs for vessels requiring the pilot to stay aboard for extended periods of time. This occurs when a normal pilot boarding / disembarking can not be made.

Purpose: A measure of pilots removed from the roster and unavailable to pilot other vessels due to their extended stay aboard.

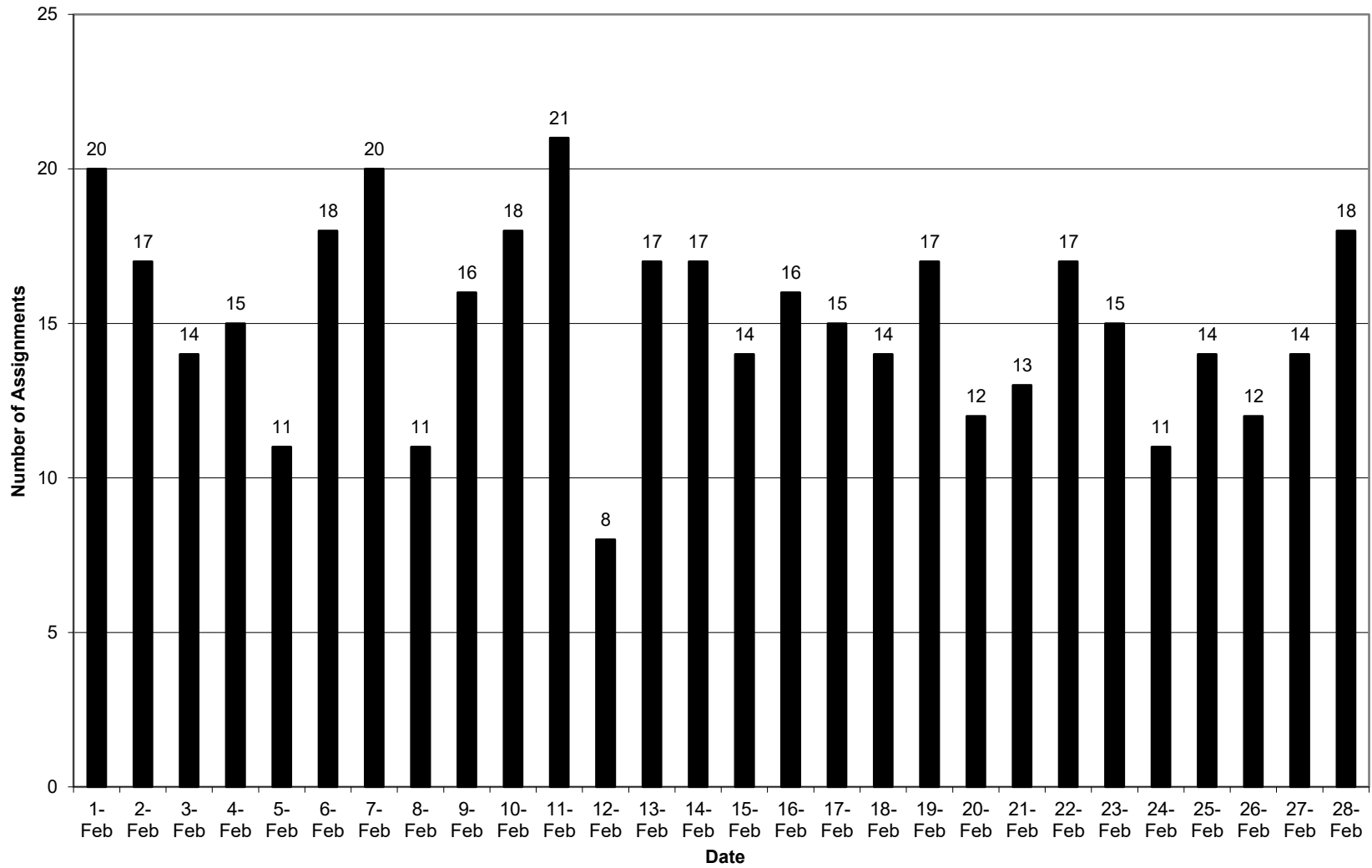
Section 237(d)(1, 2,10)
Total Number of Vessels Moved, Pilots Assigned and MRP Exceptions
January 1 to December 31, 2023



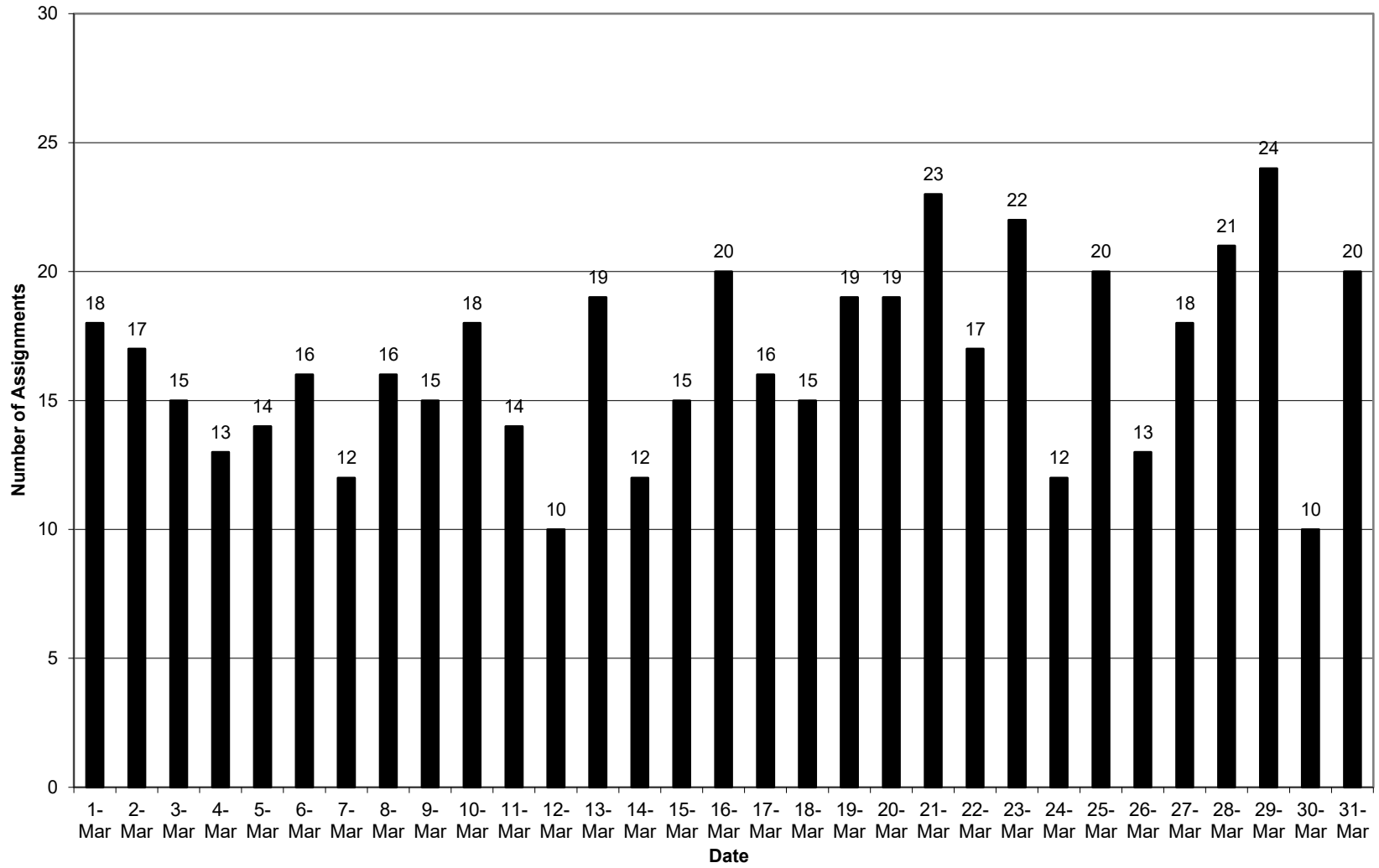
Section 237(d)(3)
Assignments Per Day
January 2023



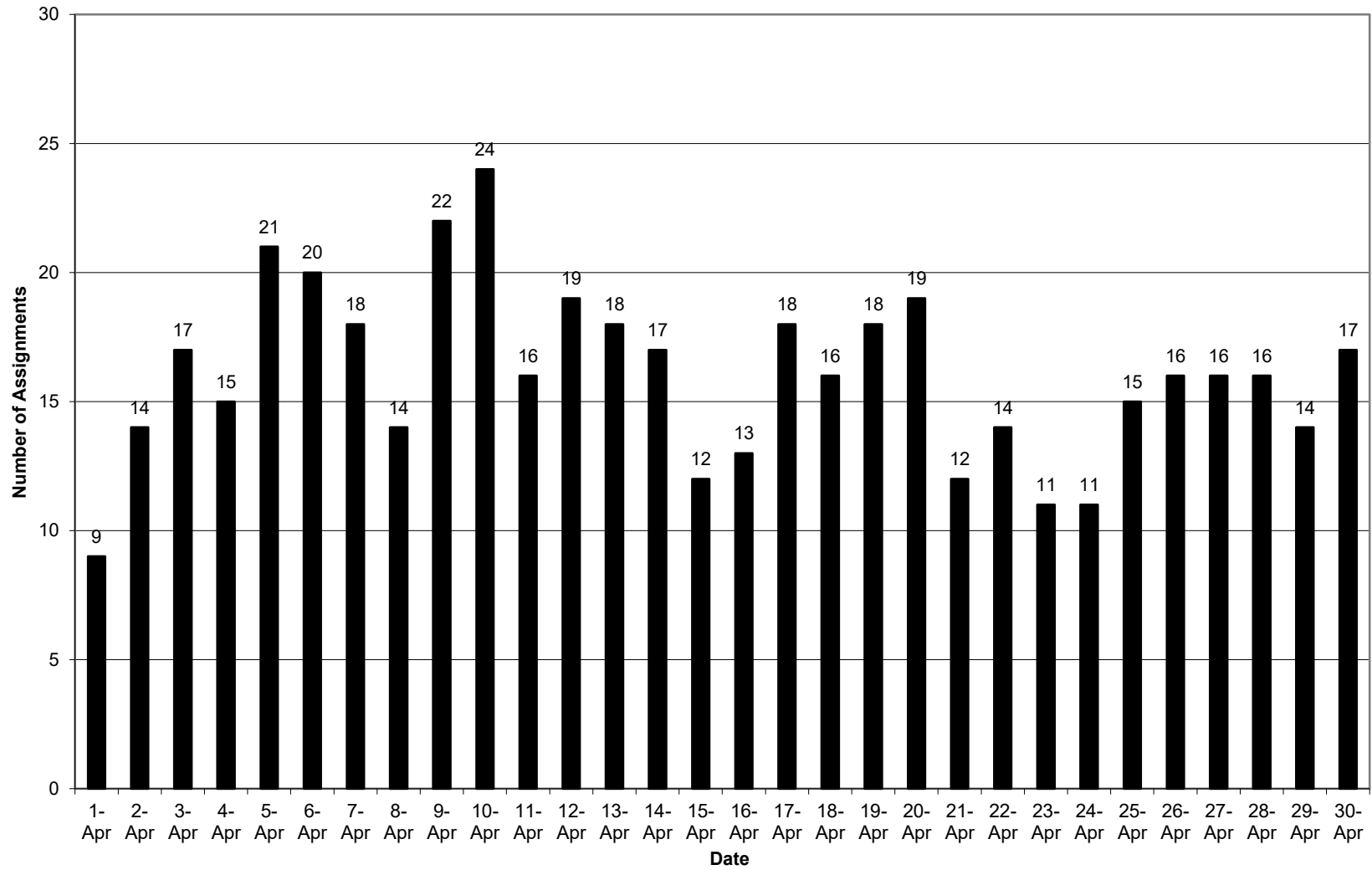
Section 237(d)(3)
Assignments Per Day
February 2023



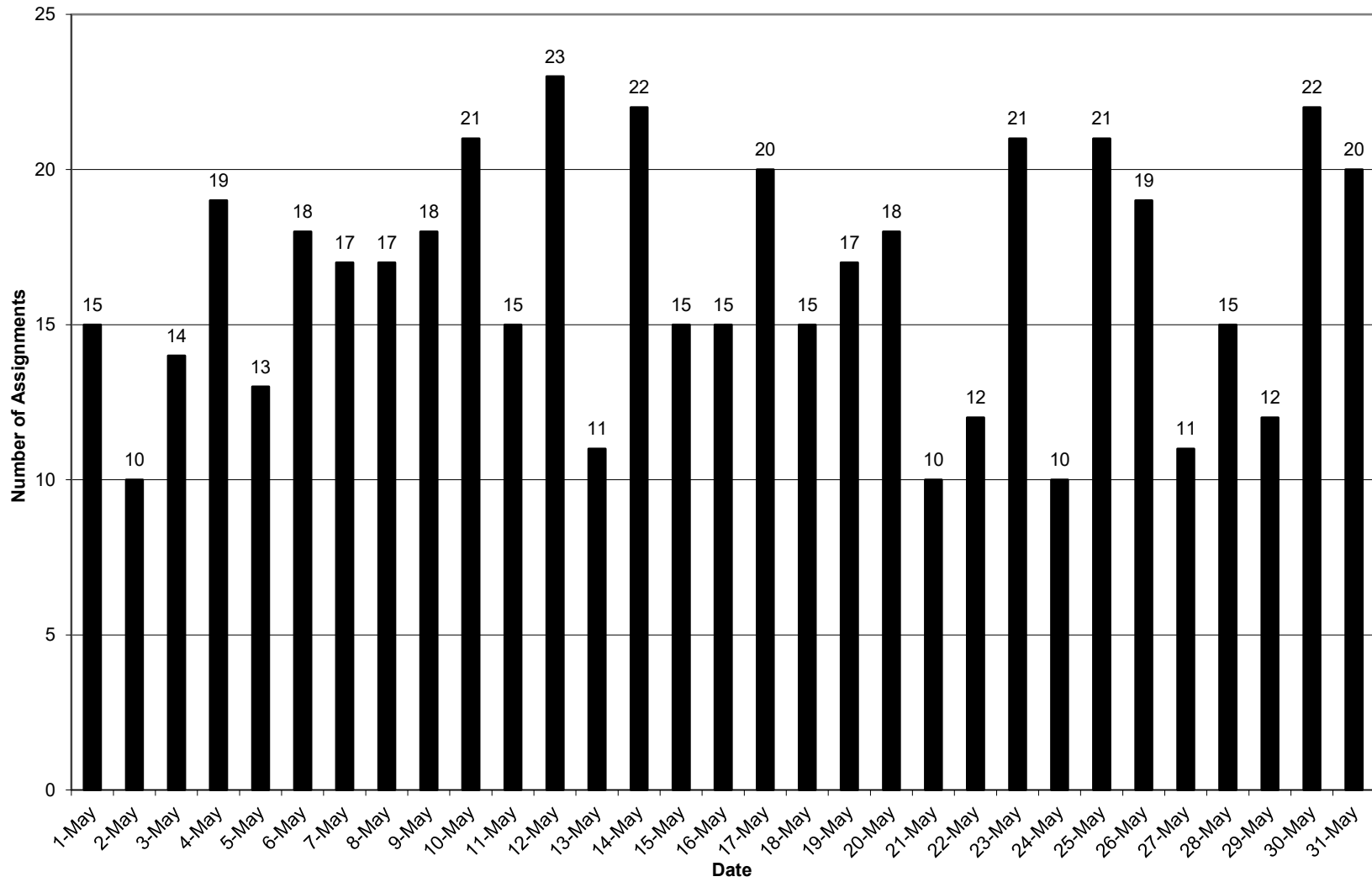
Section 237(d)(3)
Assignments Per Day
March 2023



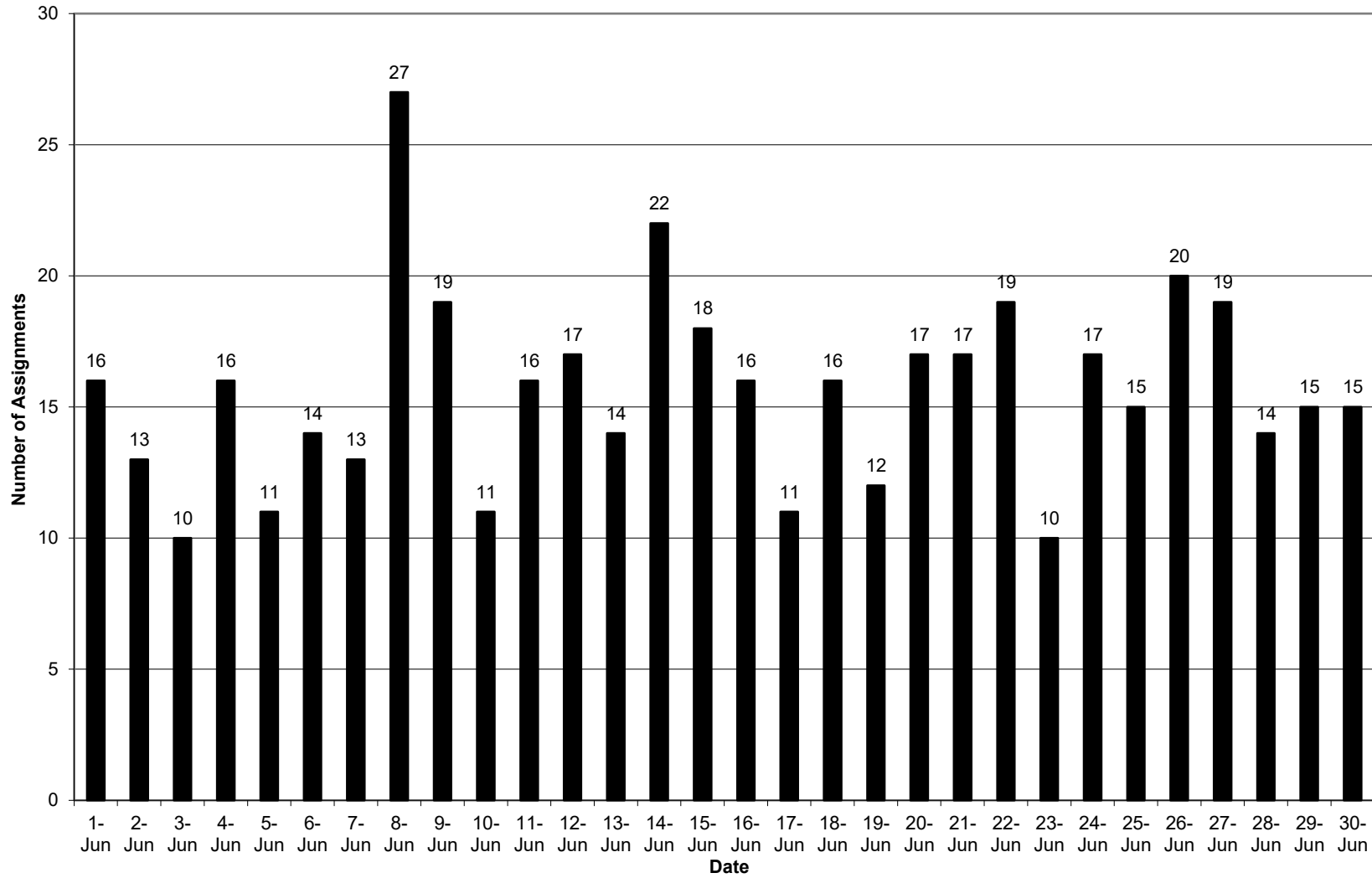
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Assignments Per Day
April 2023



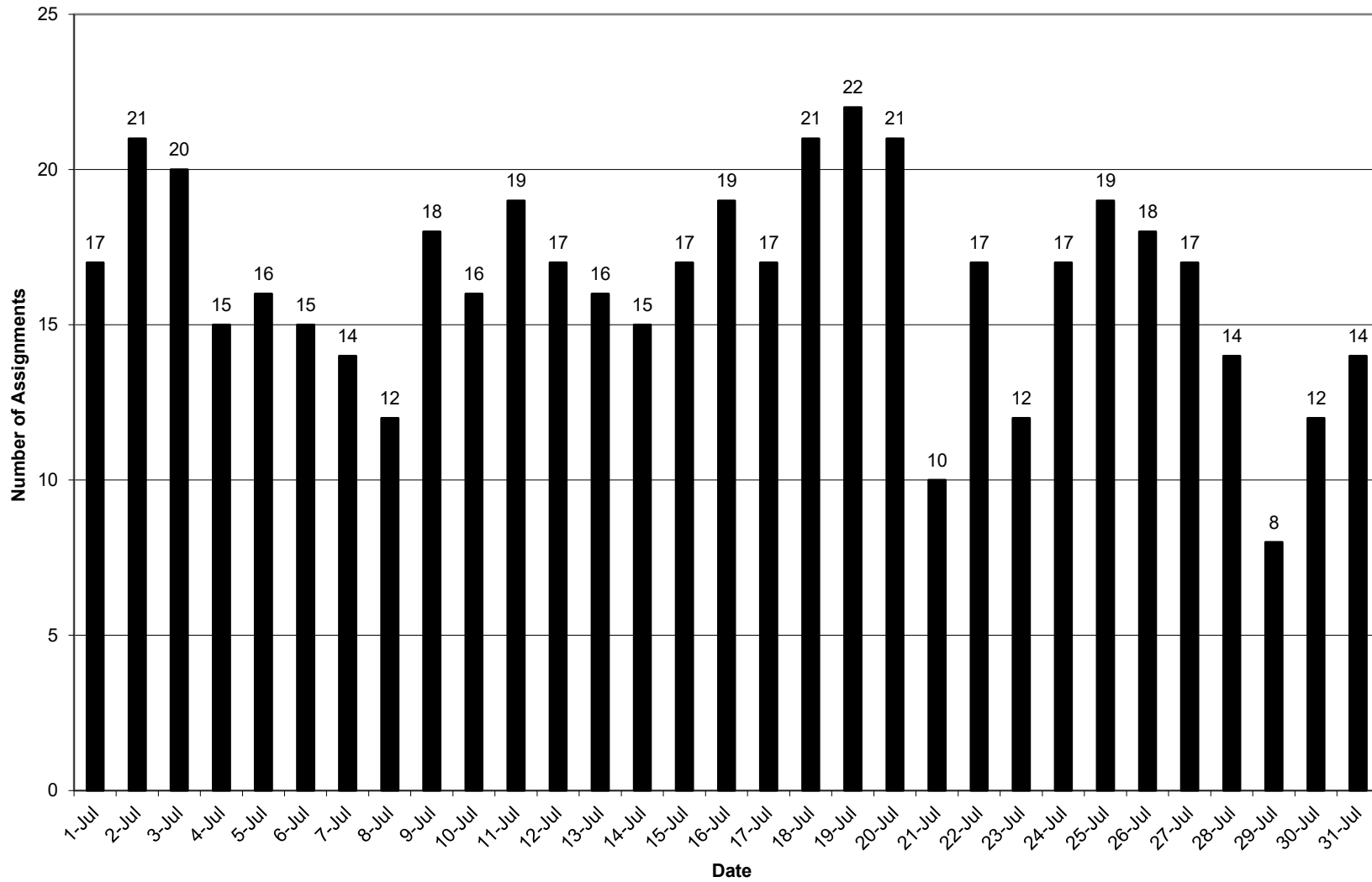
Section 237(d)(3)
Assignments Per Day
May 2023



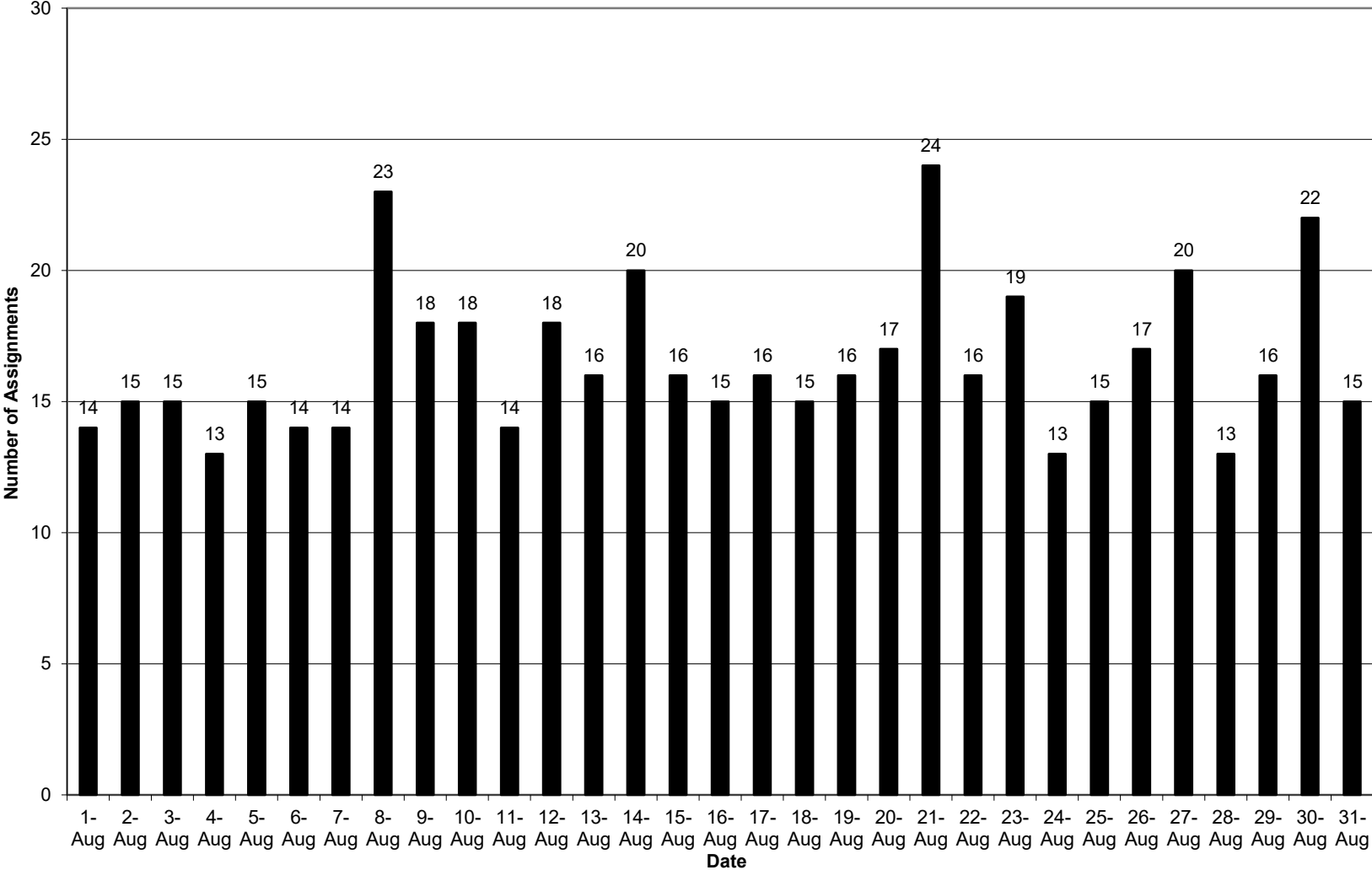
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Assignments Per Day
June 2023



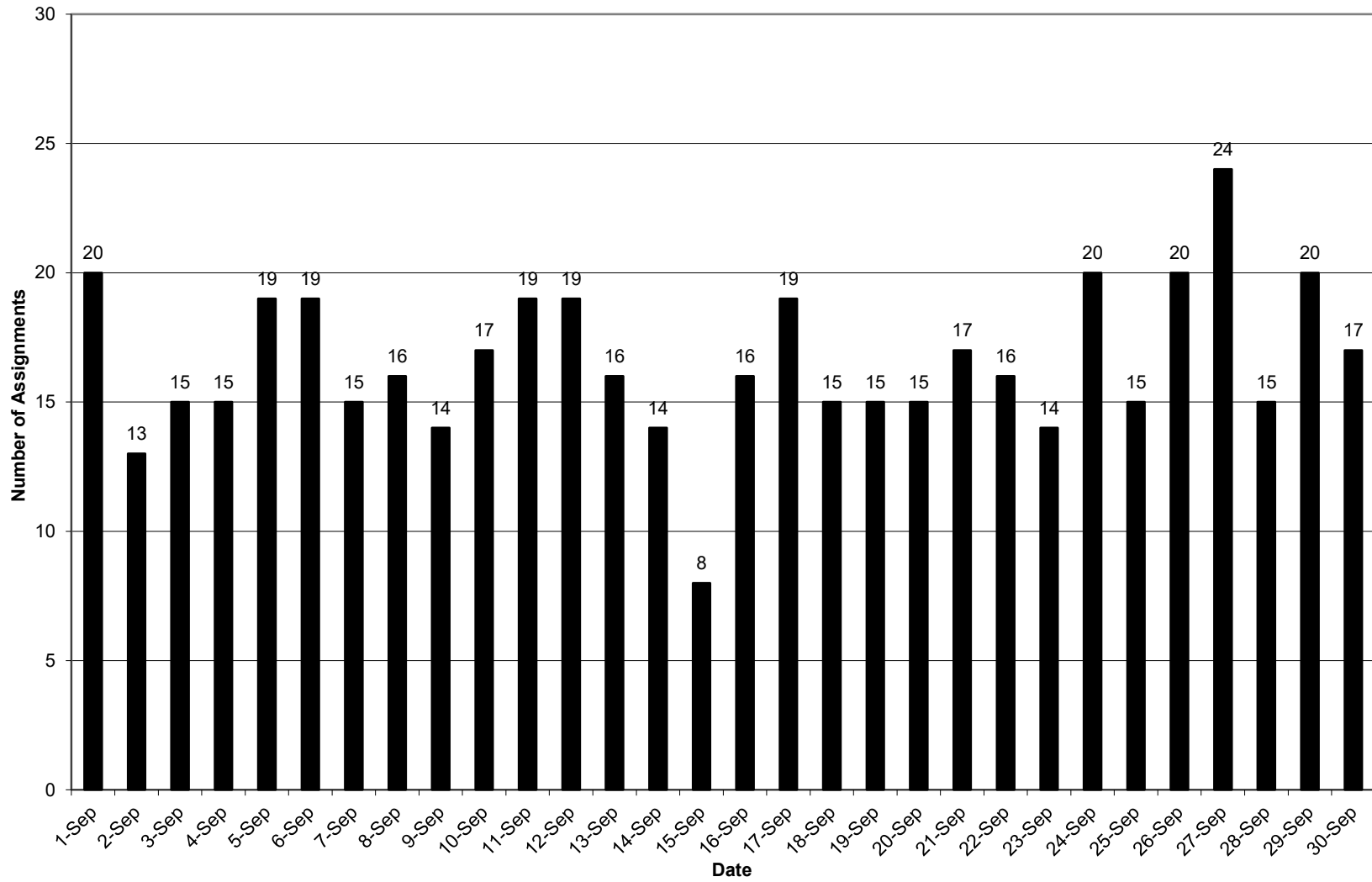
Section 237(d)(3)
Assignments Per Day
July 2023



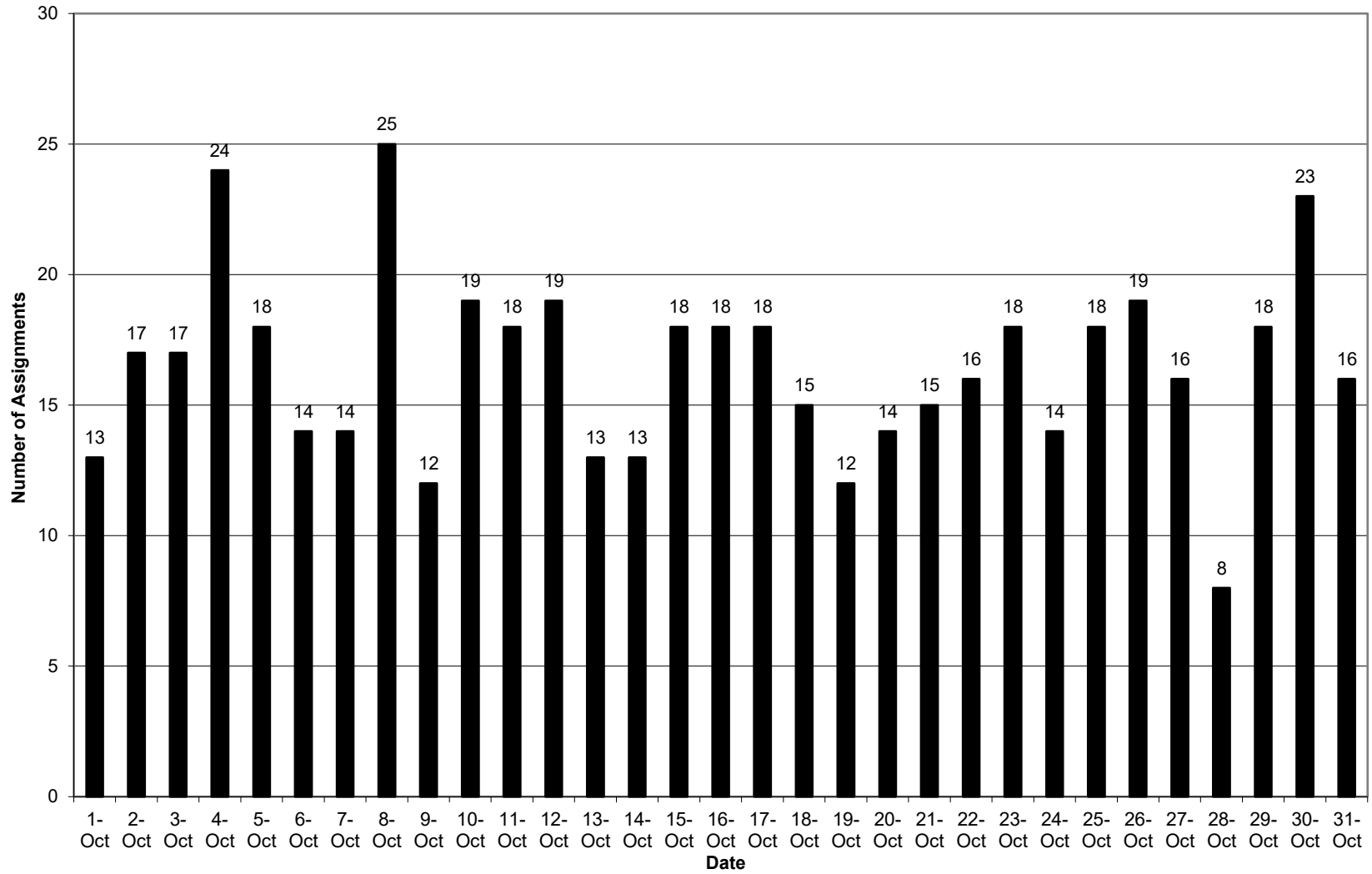
Section 237(d)(3)
Assignments Per Day
August 2023



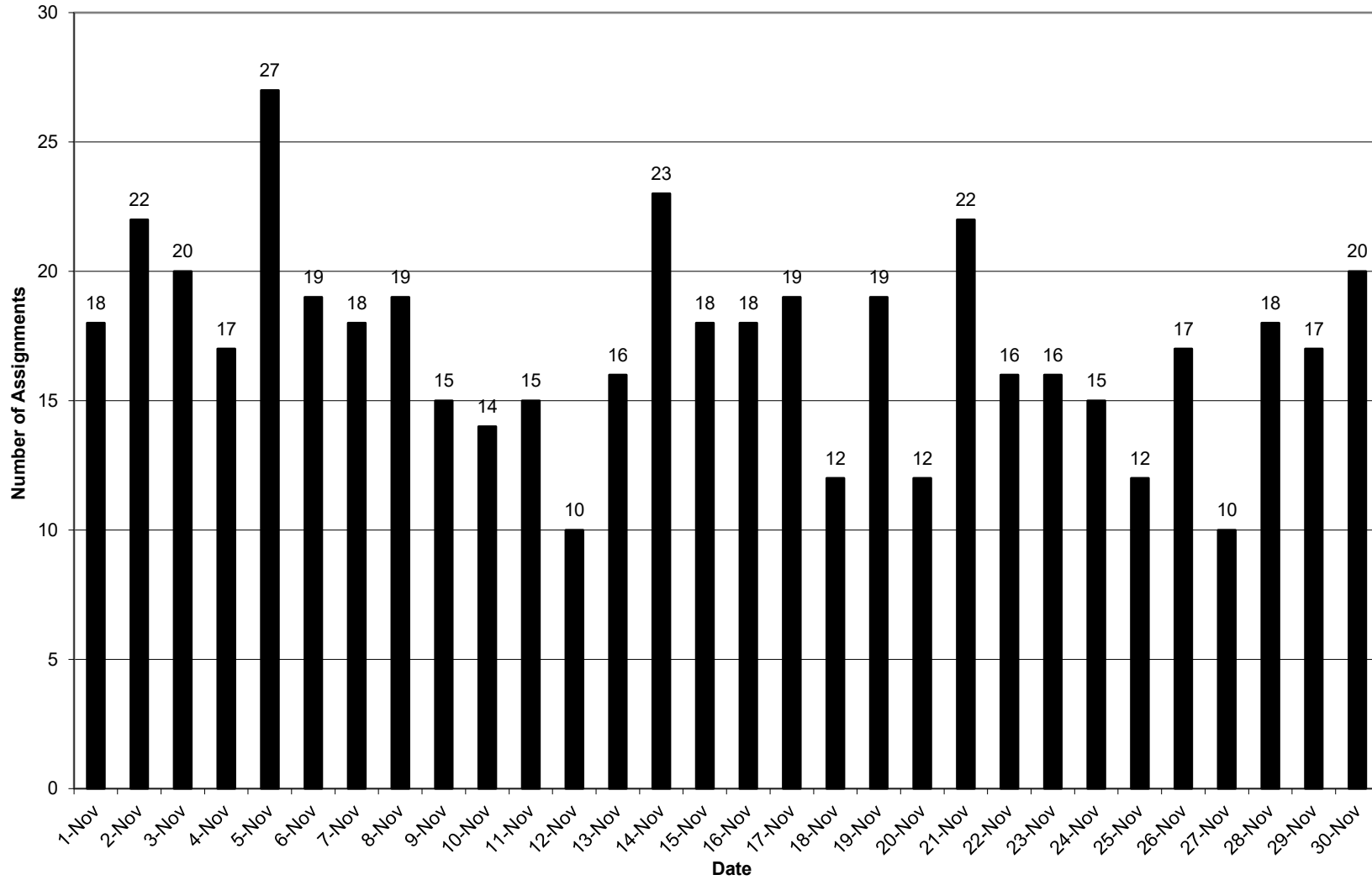
Section 237(d)(3)
Assignments Per Day
September 2023



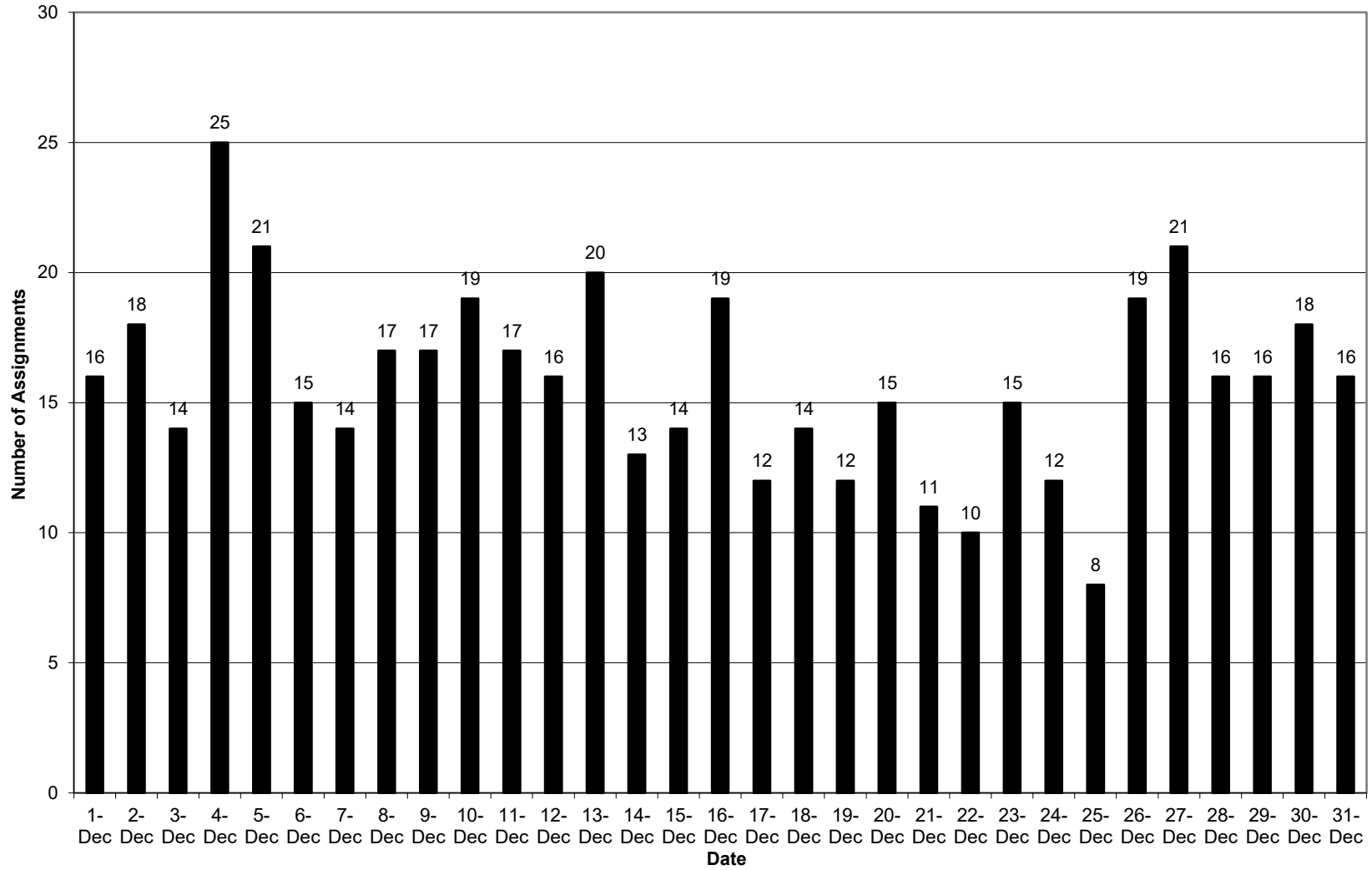
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Assignments Per Day
October 2023



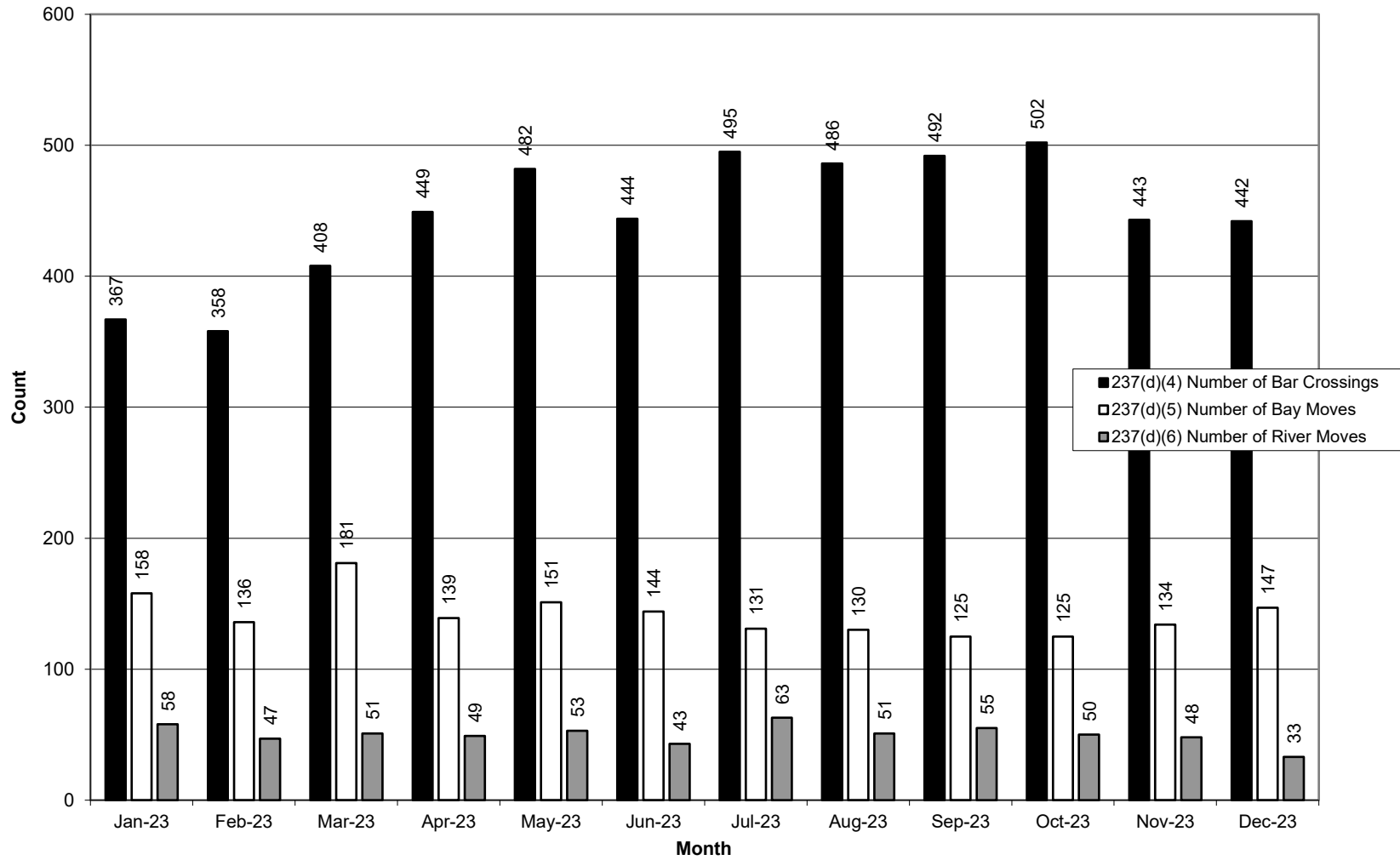
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Assignments Per Day
November 2023



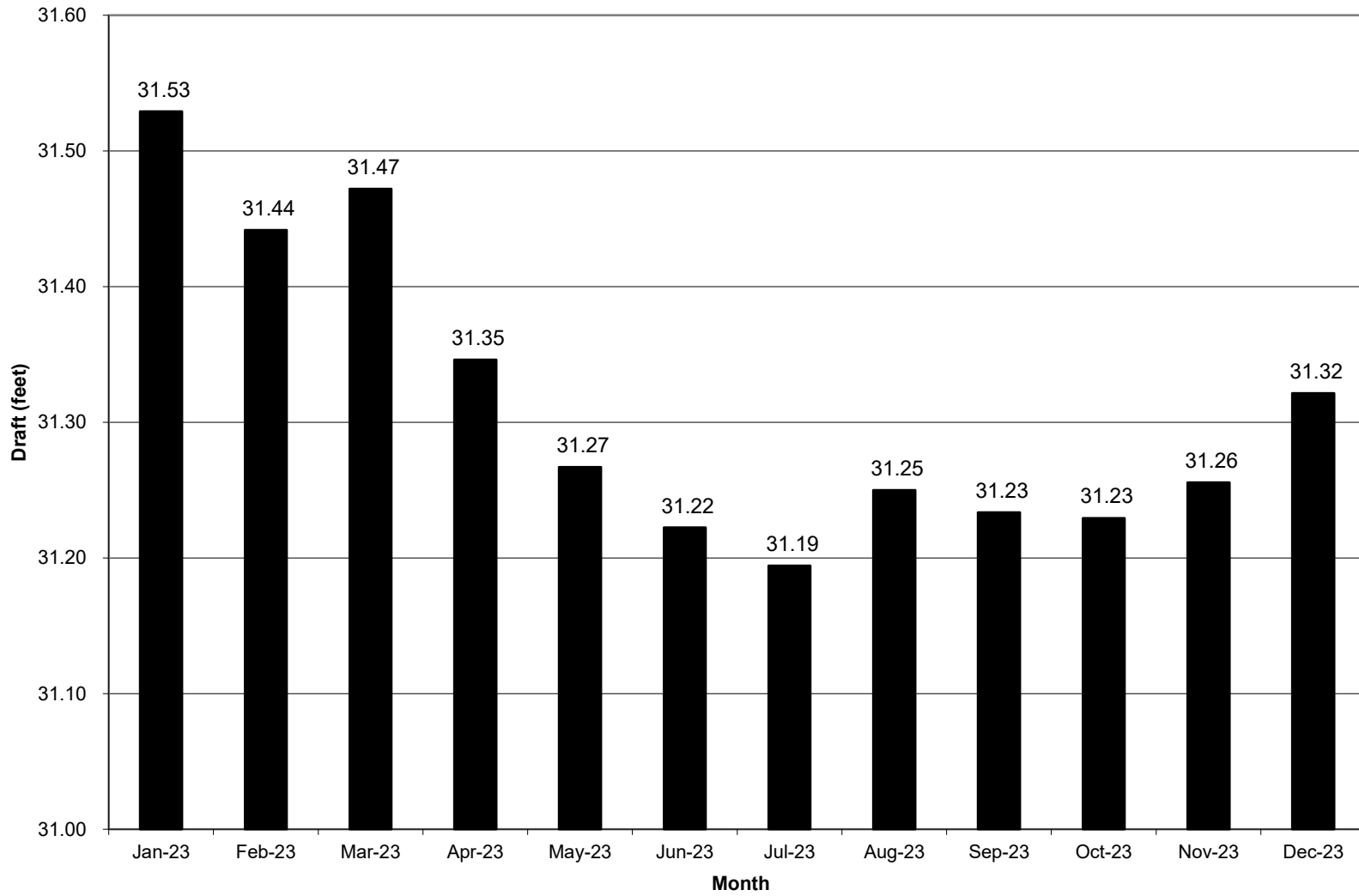
Section 237(d)(3)
Assignments Per Day
December 2023



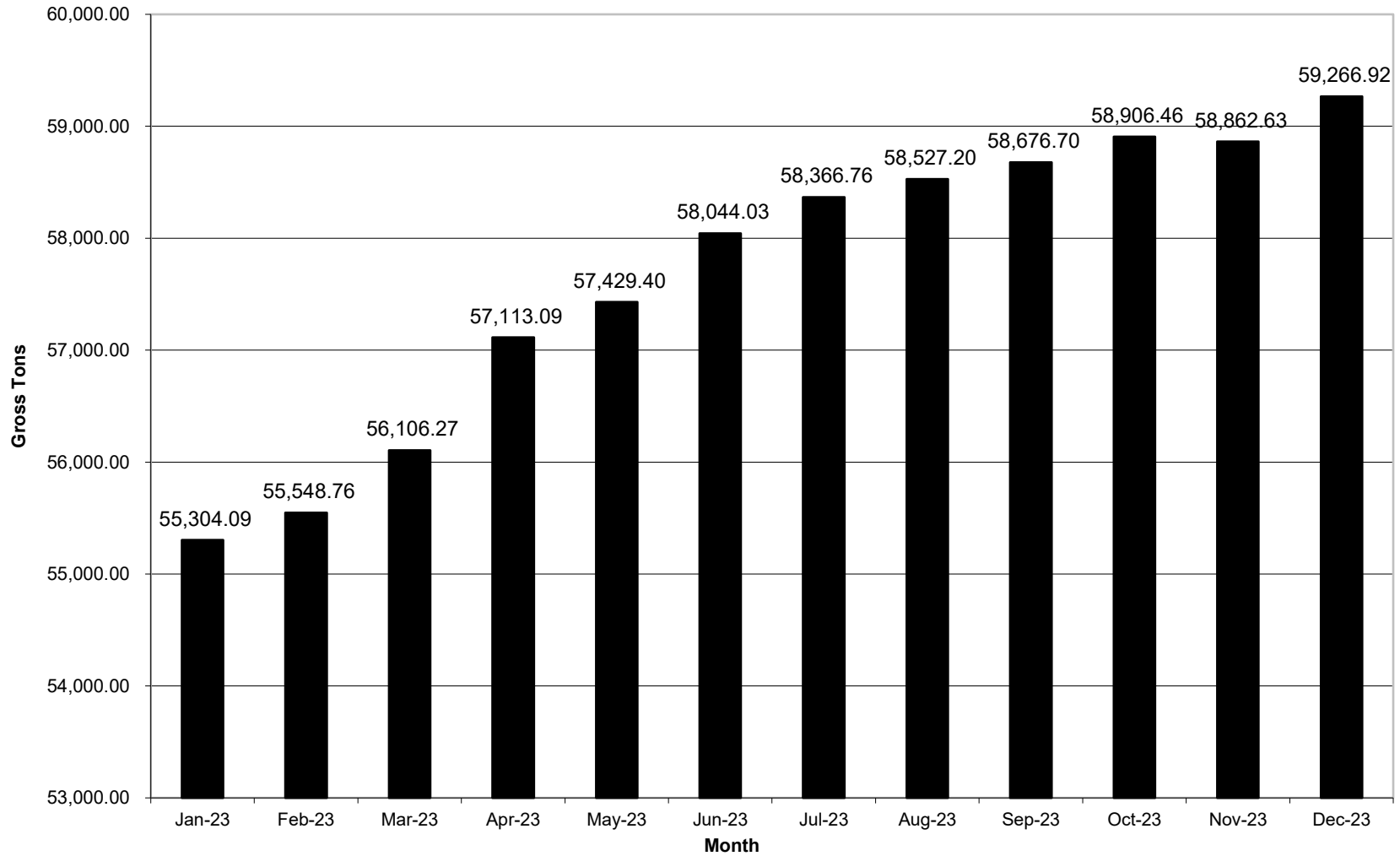
Section 237(d)(4, 5, 6)
Number of Bar Crossings, Bay Moves and River Moves
 January 1 to December 31, 2023



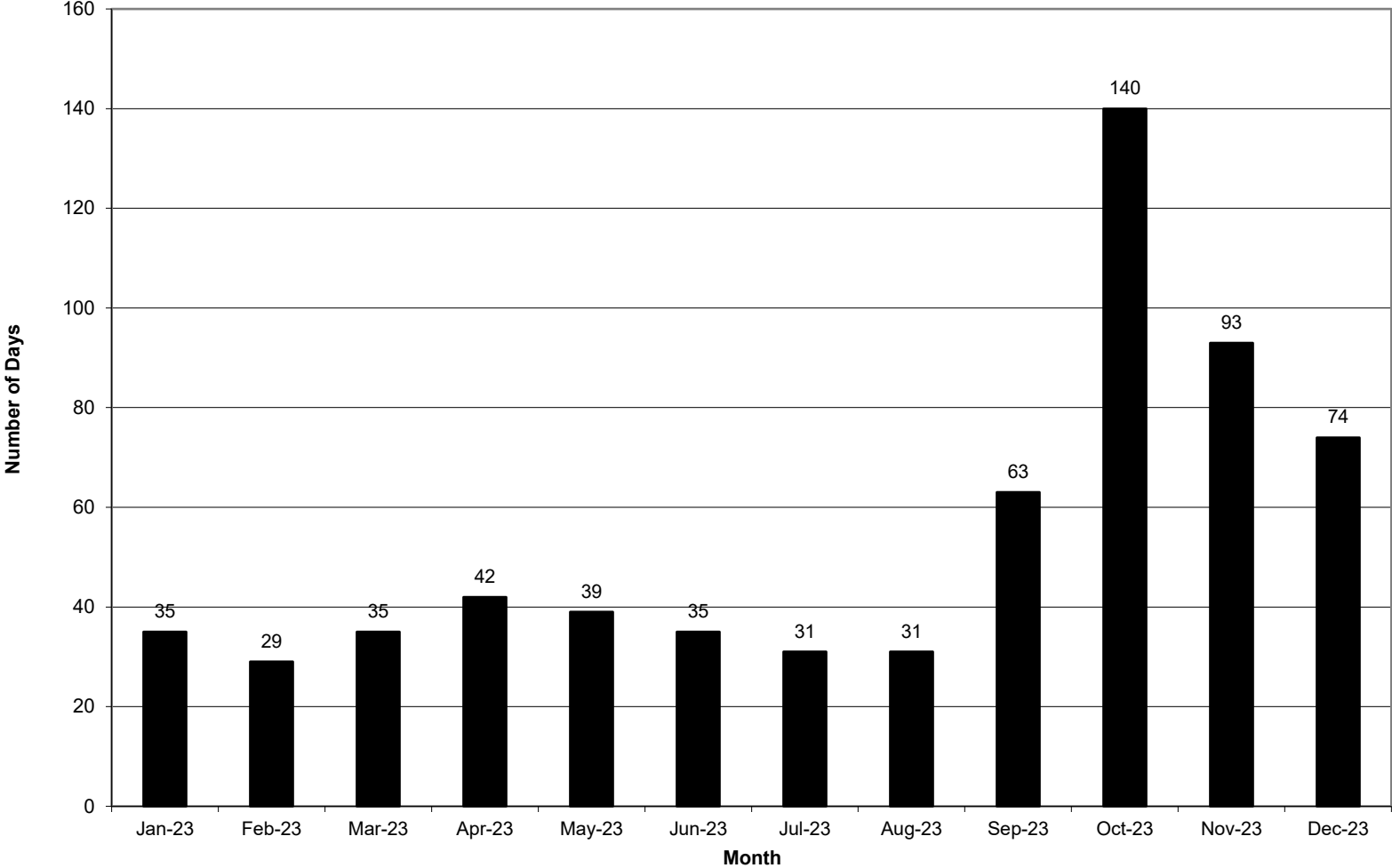
Section 237(d)(7)
Average Draft of Vessels
January 1 to December 31, 2023



Section 237(d)(8)
Average Gross Tonnage
January 1 to December 31, 2023



Section 237(d)(9)
Number of Pilot Days Pilots Reported Sick or Injured
January 1 to December 31, 2023



Section 237(d)(10)

January 1 to June 30, 2023

MRP Exceptions

Number of times a pilot resumed duties with less than 12 hours off duty

Date	Number of Pilots	Min. Rest (hours)	Assign. That Day	Roster		Number of Pulled Pilots
				Short (60 Auth.)	Total Pilots	
1/9/2023	5	10.0	25	10	1	1 NFFD
1/11/2023	1	11.8	20	10	7	5 P Bus, 1 Comp, 1 NFFD
1/25/2023	1	11.1	19	10	4	1 Bus., 2 Comp, 1 Other
1/31/2023	1	11.0	17	10	5	1 Bus., 1 Comp, 2 NFFD, 1 PA Vac
2/10/2023	1	11.4	18	9	7	5 Bus., 1 Comp, 1 NFFD
2/11/2023	1	11.0	21	9	2	1 Comp, 1 NFFD
2/17/2023	1	11.8	15	9	1	1 Comp
2/19/2023	1	10.0	17	9	2	2 Comp
2/24/2023	1	11.0	11	9	4	2 Comp, 2 NFFD
2/25/2023	1	11.3	14	9	6	4 Comp, 2 NFFD
3/3/2023	3	10.2	15	9	2	1 Comp, 1 NFFD
3/10/2023	3	11.2	18	9	6	2 Comp, 2 Bereave, 1 Bus, 1 NFFD
3/13/2023	3	11.5	19	9	4	1 Bereave, 1 Comp, 1 NFFD, 1 PA Vac
3/22/2023	3	10.8	17	9	3	2 Bus, 1 Comp
3/23/2023	2	11.0	22	9	3	1 Bus, 2 NFFD
3/26/2023	2	11.5	13	9	3	1 Comp, 2 NFFD
3/29/2023	2	11.3	24	9	3	1 Comp, 2 NFFD
4/5/2023	1	10.6	21	9	1	1 NFFD
4/6/2023	3	11.1	20	9	3	1 APA, 2 Comp
4/10/2023	7	10.0	24	9	3	3 Comp
5/6/2023	5	10.5	18	8	4	2 Comp, 1 DIF, 1 NFFD
5/9/2023	1	10.9	23	8	3	1 Bus, 1 Comp, 1 NFFD
5/12/2023	6	10.4	23	8	5	1 Bus, 2 Comp, 1 DIF, 1 Other
5/14/2023	3	10.1	22	8	5	1 Bus, 2 Comp, 1 DIF, 1 Other
5/15/2023	1	11.5	15	8	5	1 Bus, 2 Comp, 1 DIF, 1 Other
5/17/2023	2	11.7	20	8	7	2 Bus, 2 Comp, 1 DIF, 1 NFFD, 1 Other
5/19/2023	1	11.7	17	8	3	1 Bus, 1 NFFD, 1 Other
5/26/2023	1	10.3	19	8	3	1 Bus, 1 Comp, 1 NFFD
5/31/2023	1	11.7	20	8	2	1 Comp, 1 NFFD
6/1/2023	1	10.8	16	8	5	1 Bus, 2 Comp, 2 NFFD
6/3/2023	1	10.0	10	8	5	3 Comp, 2 NFFD
6/4/2023	1	10.0	16	8	5	3 Comp, 2 NFFD
6/8/2023	1	11.6	27	8	3	1 Bus, 1 NFFD, 1 Other
6/9/2023	3	10.5	19	8	5	1 NFFD, 1 Other, 3 Train
6/12/2023	1	11.5	17	8	4	1 Other, 3 Train
6/14/2023	1	10.4	22	8	7	3 Bus, 1 Other, 3 Train
6/22/2023	5	10.1	19	8	3	1 Comp, 1 DIF, 1 NFFD
6/26/2023	3	10.0	20	8	4	1 NFFD, 3 Train
6/27/2023	1	10.0	19	8	4	1 NFFD, 3 Train
6/28/2023	1	11.1	14	9	5	1 PA Vac, 4 Train

Total 83

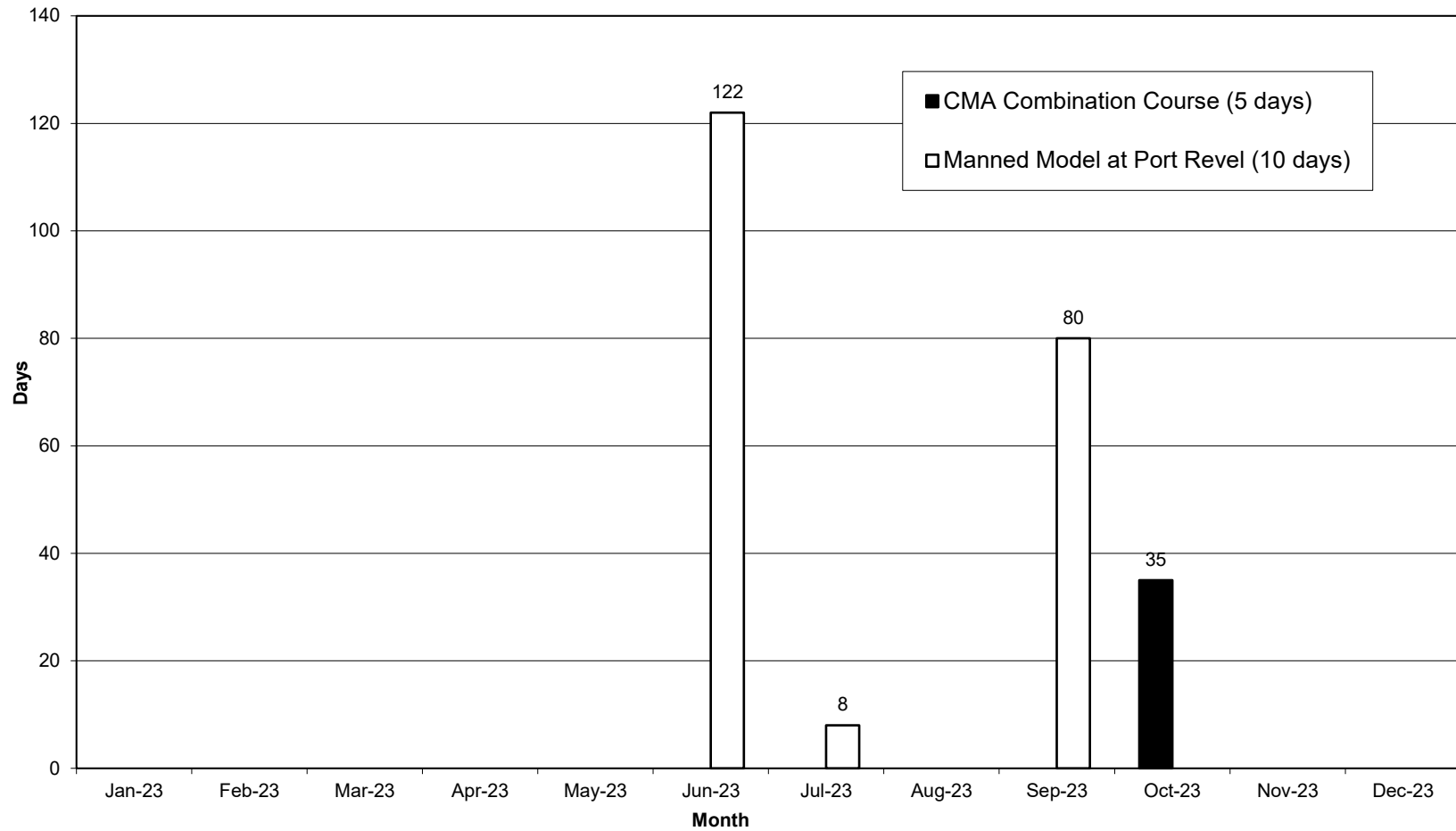
**July 1 to December 31, 2023
MRP Exceptions**

Date	Number of Pilots	Min. Rest (hours)	Assign. That Day	Roster		Number of Pulled Pilots
				Short (60 Auth.)	Total Pilots Pulled	
7/1/2023	3	11.7	17	9	6	1 NFFD, 1 PA Vac, 4 Train
7/2/2023	3	10.1	21	9	5	1 NFFD, 4 Train
7/3/2023	3	5.5	20	9	1	1 NFFD
7/5/2023	1	10.6	16	9	3	2 Comp, 1 NFFD
7/9/2023	3	10.8	18	9	5	1 Bereave, 3 Comp, 1 Other
7/10/2023	1	11.5	16	9	5	1 Bereave, 3 Comp, 1 Other
7/12/2023	2	10.1	17	9	9	1 Bereave, 4 Bus, 3 Comp, 1 Other
7/16/2023	1	11.6	19	9	3	2 Comp, 1 Other
7/17/2023	1	10.8	17	9	4	1 Bus, 2 Comp, 1 Other
7/18/2023	7	10.4	21	9	3	2 Comp, 1 Other
7/20/2023	12	10.0	21	9	4	1 Bus, 2 Comp, 1 NFFD
7/21/2023	1	11.0	10	9	3	2 Comp, 1 NFFD
7/27/2023	4	10.0	17	9	4	2 Bus, 1 Comp, 1 NFFD
08/08/23	2	10.3	23	9	5	3 Comp, 2 Other
08/09/23	3	10.4	19	9	5	1 Bus, 2 Comp, 2 Other
08/15/23	5	10.0	16	9	2	1 Bus, 1 Other
08/21/23	2	10.0	24	9	2	1 Comp, 1 NFFD
09/01/23	1	11.2	20	8	2	2 Comp
09/11/23	2	11.1	19	8	5	2 Bus, 1 Other, 2 Train
09/17/23	4	10.0	19	7	9	1 Comp, 2 NFFD, 1 Other, 5 Train
09/29/23	5	10.0	20	7	5	1 Comp, 3 NFFD, 1 Other
09/30/23	1	10.1	17	7	5	1 Comp, 3 NFFD, 1 Other
10/06/23	1	11.7	13	6	5	1 Bus, 1 Comp, 2 NFFD, 1 PA Vac
10/08/23	7	10.2	25	6	8	4 Comp, 2 NFFD, 1 Other, 1 PA Vac
10/12/23	1	11.5	19	6	6	2 Bus, 2 Comp, 2 NFFD
10/26/23	3	11.0	19	7	5	1 NFFD, 1 Other, 3 Train
10/30/23	2	11.3	23	7	3	1 Comp, 1 NFFD, 1 Other
10/31/23	2	10.8	16	7	2	1 NFFD, 1 Other
11/02/23	3	10.5	22	6	5	2 Bus, 1 Comp, 2 NFFD
11/03/23	2	10.6	20	6	5	1 Bereave, 1 Bus, 1 Comp, 2 NFFD
11/05/23	4	10.5	27	6	3	1 Comp, 2 NFFD
11/06/23	4	10.4	19	6	3	1 Comp, 2 NFFD
11/14/23	1	11.8	23	6	5	2 Bus, 1 Comp, 2 NFFD
11/16/23	3	10.2	18	6	4	1 Comp, 3 NFFD
11/21/23	3	11.0	22	6	6	3 Comp, 3 NFFD
12/04/23	1	10.8	25	6	3	1 Comp, 1 NFFD, 1 PA Vac
12/05/23	1	10.3	21	6	3	1 Comp, 1 NFFD, 1 PA Vac
12/06/23	1	11.5	15	6	6	3 Bus, 2 Comp, 1 NFFD
12/16/23	1	11.2	19	6	5	3 Comp, 2 NFFD
12/26/23	1	11.0	19	6	5	2 Comp, 2 NFFD, 1 Other
12/27/23	1	11.7	21	6	5	2 Comp, 2 NFFD, 1 Other

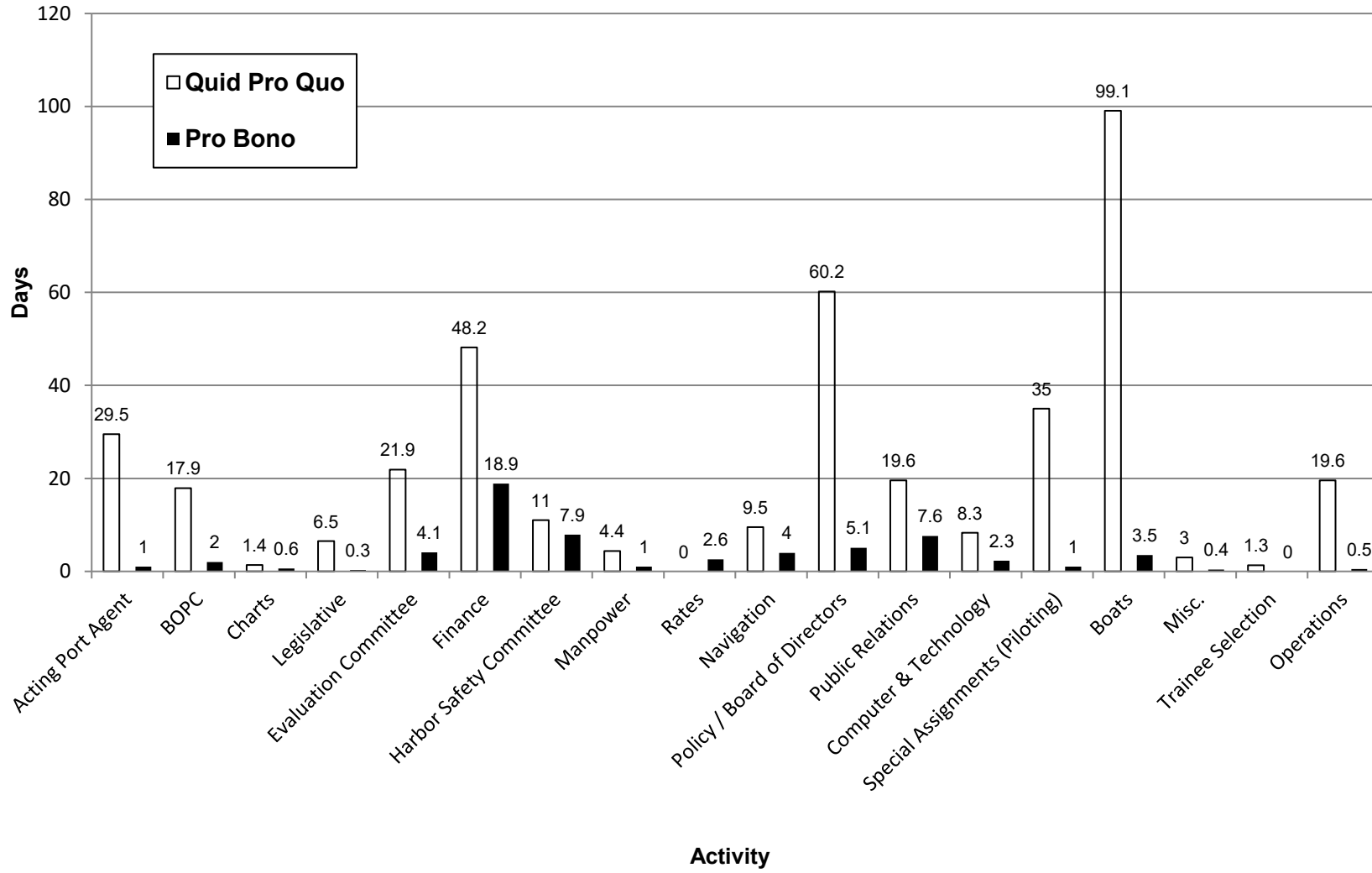
Total 109

2023 Total 192

Section 237(d)(11)
Pilot Days Training
January 1 to December 31, 2023



Section 237(d)(12)
Number of Days (8 hours) Pilots Were Engaged In Administrative Duties
January 1 to December 31, 2023



Pilots pulled from the regular rotation for multi-day pilotage

Note: SFBP was not engaged in Monterey pilotage when Section 237(d) was written. Pilots assigned to Monterey jobs stay aboard for extended periods of time. The effect this has on the normal rotation of pilots is the same as if the pilot was "pulled" from the rotation, in effect, "shorting the board".

<i>No.</i>	<i>Pilot</i>	<i>Ship</i>	<i>From</i>	<i>To</i>	<i>Then To</i>	<i>Ride</i>	<i>BoB</i>	<i>LOJ hrs.</i>	<i>LOJ days</i>
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