

From: [Baldueza, Jordan M CAPT USCG SEC SAN FRAN \(USA\)](#)
To: [Garfinkle, Allen@BOPC](#)
Cc: [Sanford, Clark W LCDR USCG SEC SAN FRAN \(USA\)](#)
Subject: RE: Board of Pilot Commissioners
Date: Friday, March 14, 2025 10:07:53 AM

Good morning Executive Director Garfinkle,

Thank you for your email and relaying the concerns. I've asked my Waterways Management Chief, Lieutenant Commander Clark Sanford (Cc'd), who is my lead POC for these issues. He should be reaching out to you soon.

Sincerely,
Jordan

Captain Jordan Martinez Baldueza
Sector Commander/Captain of the Port
U.S. Coast Guard Sector San Francisco

From: Garfinkle, Allen@BOPC [REDACTED]
Sent: Wednesday, March 12, 2025 3:58 PM
To: Baldueza, Jordan M CAPT USCG SEC SAN FRAN (USA) [REDACTED]
Subject: [Non-DoD Source] Board of Pilot Commissioners

Good day Captain Baldueza,

I am the Executive Director for the Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun. We are a state regulatory board charged with regulating the maritime pilot state licensees that amalgamate to form the San Francisco Bar Pilots. We issue their annual state licenses, monitor their fitness for duty, investigate incidents where they are involved, offer their continuing education programs, and examine, select, and train new pilot candidates.

It is that later role which is prompting me to correspond with you today. Our trainee selection process and our new pilot training is extensive. Prior to being accepted into our training program, our candidates must show prior command experience, pass a written test, a simulator test, and an interview, all prior to being awarded a spot of a waiting list. From that list, the Board chooses candidates to enter our training program.

The training program consists of a minimum of one year training (maximum of three) and a thorough exposure to all the commercial wharves in our jurisdiction, which includes all the central bay, as well as Stockton and Sacramento. This is accomplished by our trainees accompanying an existing licensee as an apprentice of sorts. During this training, our trainees (which come from a variety of maritime sectors and geographic areas) are expected to obtain First Class Pilotage Endorsement on

their master's credentials.

We have recently been made aware of some changes in the way the Regional Exam Center (REC) tests for these endorsements, including changes to the testing process and methodologies. There are rumors that this is driven by changes at the NMC, and a desire to standardize pilot endorsement testing methodology nationwide, but I cannot personally confirm this. The practical effect on our trainees attempting to obtain these endorsements has been to make them feel as if the goalposts for these endorsements keep shifting, even to the point where a trainee shows up to test and is told that the test now includes information that was not previously requested or tested for in the past. Admittedly, I do not know this experience firsthand and only vicariously from the trainees and those overseeing the training, our Pilot Evaluation Committee. The practical effect of these changes is to slow or unduly delay our trainees progress toward eventual licensure.

Nonetheless, the reports are frequent and numerous enough to cause concern from our Board, and they have asked me (along with the Chairperson of our Pilot Evaluation Committee) to schedule a meeting with you to discuss the processes being relied upon by the local Regional Exam Center (REC) to see if we can streamline or at least standardize them so that, in the future, we minimize the level of frustration felt by our examinees/trainees.

I am available to discuss in person, by email, or by phone.

Thank you in advance for your consideration.

Respectfully,

Allen G.

Allen Garfinkle
Executive Director

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