Board of Pilot Commissioners

for the Bays of San Francisco, San Pablo, and Suisun
660 Davis Street, San Francisco, CA 94111
Phone: 415-397-2253 | **Email:** bopc@bopc.ca.gov | **Website:** www.bopc.ca.gov

NOTICE OF MEETING

May 5, 2025

The Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun (Board or BOPC) will conduct a public meeting on **Thursday, May 15, 2025, at 9:30 a.m**. Items of business scheduled for the meeting are listed on the attached agenda.* There may be recesses at the discretion of the Chairperson.

Members of the public may participate in this meeting in person or via telephone.

Location:

Board of Pilot Commissioners
660 Davis Street
San Francisco, California 94111

To participate via telephone please use:

888-808-6929

Access Code:
4310981#

There will be an opportunity for public comments on all agenda and non-agenda items at the outset of the open session. There will also be an opportunity for public comment during the presentation of each agenda item, and on non-agenda items at the end of the meeting. Meeting documents will be available on the Board's website listed below.

This meeting is accessible to the physically disabled. A person who needs a disability-related accommodation or modification to participate in the meeting should call the Board office at 415-397-2253 or write to the Board at the above address or email address. Providing your request at least five (5) business days before the meeting will help ensure availability of the requested accommodation.

BOARD OF PILOT COMMISSIONERS

Allen Garfinkle, Executive Director

This notice and agenda may also be found on the Board's website https://bopc.ca.gov/.

*Order of business is approximate and subject to change.

SUSTAINING CALIFORNIA'S ECONOMY: Board-licensed pilots guide ships carrying billions of dollars of cargo through some of the most challenging waterways in North America.

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

Board Meeting
Thursday, May 15, 2025, at 9.30 a.m.

MEETING AGENDA

OPEN MEETING

1. Call to Order and Roll Call. (President Tynan)
2. Public comment on matters on the agenda or not on the agenda.
3. Review and approval of Board meeting minutes from the meeting held on April 24, 2025. (President Tynan)

   Possible Board action to approve the minutes from the Board meeting held on April 24, 2025.
4. President Announcements and Activities. (President Tynan)
5. Board Member Announcements and Activities. (Board Members)
6. Directors' Report. (Executive Director Garfinkle/Assistant Director Millspaugh)

   A) Correspondence and activities since the Board meeting held on April 24, 2025.

   B) Report on pilot licensing matters since the Board meeting held on April 24, 2025.

   C) Report on Board surcharges.

   D) Report of pension fiduciary.

   E) Report on legislative activities and contractual matters.
7. Port Agent's Report. (Port Agent Carlier)

   A) Report on absent pilots, Minimum Rest Period (MRP) exceptions, required fatigue risk mitigation reporting, pilot boats, and vessel moves.

   B) Report on SFBP ship piloting business activity.

   C) Confidential written report of licensed pilots who have been Absent for Medical Reasons (AFMR). **The Board may go into closed session to discuss the contents of the Port Agent's confidential report and other relevant confidential medical information, as authorized by Harbors and Navigation Code (HNC) section 1157.1.**
8. Pilot Evaluation Committee. (Committee Chair Captain Ruff)

   A) Report on the Pilot Evaluation Committee (PEC) meeting held on May 14, 2025.

   B) Possible PEC recommendation to place one or more Pilot Trainee Training Program trainees on probation or dismiss one or more trainees from the program.

JUMP TO AGENDA

Possible Board action to place one or more Pilot Trainee Training Program trainees on or off probation or dismiss one or more trainees from the program.

C) Possible PEC recommendation as to whether a trainee has, or trainees have successfully completed the Pilot Trainee Training Program.

Possible Board action to award a Certificate of Completion to a trainee who has completed the Pilot Trainee Training Program.

D) Possible recommendation from the Executive Director for the Board to issue a state pilot license to a trainee who holds a Certificate of Completion from the Pilot Trainee Training Program.

Possible Board action to accept a recommendation from the Executive Director that a trainee holding a Certificate of Completion from the Pilot Trainee Training Program be licensed as a state-licensed pilot, and issue said state license.

E) Review request for a Leave of Absence (LOA) from Trainee Ahrens and possible Board action on request.

Possible Board action on a request for a Leave of Absence (LOA) from Trainee Ahrens.

9. Finance Committee (Commissioner Rodriguez)

A) Report on the Finance Committee meeting held on May 12, 2025.

B) Finance Committee recommendations to the Board on the following Board surcharges:

i. To adjust or not adjust the Board Operations Surcharge rate (currently at 5.75% of all pilotage fees, effective January 1, 2025. The Board received a letter dated March 20, 2025, from the Department of Finance (DOF) stating DOF "will not take action" on the Board's proposal to adjust the rate to 6.5%, effective April 1, 2025).

Possible Board action to adjust the Board Operations Surcharge rate.

ii. To adjust or not adjust the Pilot Continuing Education Surcharge rate (currently at $45 per move, effective January 1, 2025).

Possible Board action to adjust the Pilot Continuing Education Surcharge rate.

iii. To adjust or not adjust the Trainee Training Surcharge rate (currently $20/trainee/move, effective January 1, 2025).

Possible Board action to adjust the Pilot Trainee Training Surcharge rate.

iv. To adjust or not adjust the Pilot Boat Surcharge rate (currently at $0.020 per gross registered ton, effective April 1, 2025).

Possible Board action to adjust the Pilot Boat Surcharge rate.

10. Reported Safety Standard Violations. (Executive Director Garfinkle) (Reported safety standard violations occurring up to the start of the meeting will be included.)

11. Incident Review Committee (IRC) - Reportable Piloting Events. (Executive Director Garfinkle/Vice President Hayes-White) (Reportable piloting events occurring up to the start of the meeting will be reported on.)

JUMP TO AGENDA

A) Present IRC report regarding the September 25, 2024, event involving the bulk carrier Motor Vessel (M/V) KONA TRADER which made unintended contact with the pier in the Port of Stockton.

Board deliberation on the Incident Review Committee's recommendations to the Board and determination regarding the event of September 25, 2024, involving the M/V KONA TRADER, which made unintended contact with the pier in the Port of Stockton. If the report is not presented, the IRC may request an extension. If that is the case, possible Board action to extend the M/V KONA TRADER report to the next monthly Board meeting.

The Board may go into closed session for the deliberation of the confidential portions of the incident report presented under this item pursuant to Harbors and Navigation Code section 1180.6 and Government Code section 11126, subdivisions (c)(3) and (e)(1).

B) Progress report on IRC report regarding the October 14, 2024, event involving the Motor Tanker (M/T) PLATANOS which made unintended contact with the pier at Shell Martinez.

Possible Board action to extend the M/V PLATANOS report to the next monthly Board meeting.

12. Status report on the Board's Information Technology Modernization Project (ITMP). (Assistant Director Millspaugh)

13. Stakeholders' report on subjects that may be of interest to the Board, including reports on shipping activity regionally and within the Board's jurisdiction, and the status of the next pilot boat build. (Mike Jacob, Pacific Merchant Shipping Association (PMSA)/Captain Anne McIntyre, SFBP)

14. Discussion regarding the contract for Surcharge Collection, Pilot Education and Pilot Trainee Training between the SFBP and the Board, and issues related to reimbursement of the SFBP by the Board. (Captain McIntyre)

15. Closed session for the Board to confer with legal counsel regarding potential significant exposure to litigation against the Board involving an inactive licensee. (Board Counsel)

    The Board is authorized to discuss this matter in a closed session pursuant to the Open Meeting Act, Government Code section 11126, subdivisions (e)(1) and (e)(2)(B).

16. Proposals for the next Board meeting agenda. (President Tynan)

17. Comment by the public and Board members on matters not on the agenda.

18. Adjournment.

To access this document and the Board of Pilot Commissioners' website on your mobile device, please scan the QR code with your phone's camera. This QR code gives you access the documents on the go, directly from your device.

JUMP TO AGENDA

Meeting Documents

Photo Courtesy of the Maritime Research Center at the San Francisco Maritime National Historical Park.

JUMP TO AGENDA

Agenda Item 3: Review and approval of Board meeting minutes from the meeting held on April 24, 2025

State of California

Board of Pilot Commissioners

for the Bays of San Francisco, San Pablo, and Suisun

Draft Minutes of the Meeting of the Board of Pilot Commissioners held on April 24, 2025, at 9:30 a.m.

Members of the public are encouraged to participate in meetings of the Board, either in person or via telephone.

Location:

Board of Pilot Commissioners
660 Davis Street
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SERVING THE PEOPLE OF CALIFORNIA SINCE 1850

JUMP TO AGENDA

Board of Pilot Commissioners (BOPC)
for the Bays of San Francisco, San Pablo, and Suisun
Board Meeting
Thursday, April 24, 2025, at 9:30 a.m.

Board Meeting Minutes

ATTENDANCE

Board Members Present (in person and by phone)
Karen Tynan, President, Public Member (by phone)
Joanne Hayes-White, Vice President, Public Member
Captain William Benedict, Pilot Member
Captain Robert Carr, Pilot Member
Sam Rodriguez, Public Member
Christine Casey, Designee for the Secretary of the California State Transportation Agency (CalSTA)

Board Members Absent
Captain Lynn Korwatch, Dry Cargo Industry Member
Vacant, Wet Cargo Industry Member

Board Staff Present (in person and by phone)
Allen Garfinkle, Executive Director
Matthew Millspaugh, Assistant Director
Alethea Wong, Licensing and Training Programs Manager
Greg Shepherd, Records Management and Program Support Coordinator
Mari McNeill, Administrative Coordinator
Patrick Tuck, Board Counsel
Roma Cristia-Plant, Consultant to the Board (by phone)

Identified Public Present (in person and by phone)
Captain John Carlier, San Francisco Bar Pilots (SFBP) President and Port Agent
Captain Anne McIntyre, SFBP Business Director
Kevin Baldwin, SFBP General Counsel
Captain Paul Ruff, SFBP
Matthew Stevens, SFBP
Jennifer Cohen, Pacific Merchant Shipping Association (PMSA) Vice President of Governmental Affairs
Rex Clack, esq., Rex M Clack (RMC) Law
Captain Brendan Roberts, West Star Marine, Pilot Trainee Training candidate
Christopher Tribolet, Peacock Piper Tong + Voss LLP Attorney (by phone)

OPEN MEETING

1. Call to Order and Roll Call. (Vice President Hayes-White for President Tynan)

Vice President Hayes-White (for President Tynan) called the meeting to order at 9:30 a.m. Board Administrative Coordinator, Marjorie (Mari) McNeill called the roll and confirmed a quorum.

JUMP TO AGENDA

2. **Public comment on matters on the agenda or not on the agenda.**

   Ms. Cristia-Plant noted that she was participating remotely by phone.

3. **Review and approval of Board meeting minutes from the meeting held on March 27, 2025. (Vice President Hayes-White for President Tynan)**

   Possible Board action to approve the minutes from the Board meeting held on March 27, 2025.

   MOTION: Commissioner Carr moved to approve the draft March 27, 2025, Board meeting minutes. Commissioner Benedict seconded the motion.
   VOTE: YES: Tynan, Hayes-White, Benedict, Carr, Rodriguez.
   NO: None.
   ABSTAIN: None.
   ACTION: The motion was approved.

4. **President Announcements and Activities. (Vice President Hayes-White for President Tynan)**

   None.

5. **Board Member Announcements and Activities. (Board Members)**

   Commissioner Carr stated he met with Board staff and a psychometrician (Dainis & Company, Inc. [Dainis]) to discuss Dainis's potential participation in the 2026 exam process.

   Commissioner Benedict summarized correspondence he had with the United Stated Coast Guard (USCG).

   Vice President Hayes-White provided a reminder to the Board and public of the decision made at the March 2025 Board meeting to reschedule the May 22, 2025, Board Meeting to May 15, 2025, at 9:30 a.m.

6. **Directors' Report. (Executive Director Garfinkle/Assistant Director Millspaugh)**

   A) Correspondence and activities since the Board meeting held on March 27, 2025.

   Executive Director Garfinkle reported the following activities:

   - On April 3, 2025:
     - Executive Director Garfinkle approved the March 2025 surcharge wire transfer.
     - Executive Director Garfinkle received word that retired pilot Captain George Livingstone and his brother, Grant – a former Jacobson Pilot, had another book published by the Nautical Institute called "Shiphandling -The Beautiful Game".
     - Board staff received an appointment notice from the Governor's office announcing that James Hacker has been appointed Undersecretary of the California State Transportation Agency.
   - On April 9, 2025, Executive Director Garfinkle attended a meeting of the Finance Committee.
   - On April 14, 2025, Board staff received an email from Tony Tavares, the Director of the California Department of Transportation (Caltrans), marking his retirement after 35 years of service to the State of California.
   - On April 15, 2025, Captain Knute Michael Miller, a member of the Commission from 2006-2013, gifted a framed dinner menu from the 1960 voyage of the Steam Ship (SS) Monterey with a letter to

President Tynan, which Executive Director Garfinkle read, detailing the significance.

Vice President Hayes-White stated her intent for the Board to send a letter to Captain Miller, thanking him for the gift.

Executive Director Garfinkle continued his report, which included the following activities:

- From April 15, thru April 17, 2025, Executive Director Garfinkle attended a workshop hosted by the Marine Exchange of San Francisco on the San Francisco Bay Region Risk Analysis Project Ports and Waterway Assessment. This project was part of a risk assessment effort focused on improving navigation safety (aids to navigation), Vessel Traffic Services, ship routing, etc. by evaluating existing and potential risk mitigation measures.
- On April 16, 2025:
  - Before returning to the Marine Exchange workshop, Executive Director Garfinkle attended the open session of the Pilot Evaluation Committee.
  - Executive Director Garfinkle received a leave of absence request from Nicholas Ahrens, a pilot trainee.
- On April 22, 2025, Executive Director Garfinkle received an email from Christopher Tribolet, the attorney for the KONA TRADER which contained his opinions relevant to the event to be potentially discussed in agenda item 12.

B) Report on pilot licensing matters since the Board meeting held on March 27, 2025.

Executive Director Garfinkle reported that, since the March 2025 Board meeting, the Board issued license renewals to the following Board licensees: Captains Billingsley and Corbett.

C) Report on Board surcharges.

Executive Director Garfinkle reported that the SFBP wired $705,684.49 to the Board for surcharges collected in March 2025, itemized as follows:

- Operations Surcharge: $167,004.20
- Pilot Training Surcharge: $20,901.65
- Trainee Training Surcharge: $55,737.73
- Pilot Boat Surcharge: $462,040.91
- **Total: $705,684.49**

D) Report of pension fiduciary.

Executive Director Garfinkle reported that as of March 31, 2025, there were 84 pensioners.

- Surcharge Rate for the Quarter: $0.04405 per gross registered ton
- Rolling Look Back Period: October 2023 to September 2024
- Monthly Tonnage for March 2025: 28,843,281.00 tons
- Surcharge Billing Total: $1,270,546.53
- Administrative Costs for the Month: $2,603.00
- Amount Distributed to Pension Beneficiaries: $1,267,943.53

- Total Monthly Target Rates: $1,215,825.70
- Amount Over/Under Target: $54,720.83 (over target)

The last Cost of Living Adjustment (COLA) increase to the pension was April 1, 2023.

E) Report on legislative activities and contractual matters.

Assistant Director Millspaugh reported:

Legislative Activities

Board staff are not currently tracking any legislation but will monitor the legislative session for bills that may affect the Board.

Contractual Matters

Assistant Director Millspaugh reported the following regarding contractual matters:

Trainee Selection Exam Contracts

- **California State University Maritime Academy (CMA) – Trainee Selection Exam Services (Contract # To Be Determined (TBD))**

  Board staff continue to pursue an inter-agency agreement with CMA for use of their simulator and facilities for the simulator portion of the 2026 pilot trainee exam.

  Board staff met with CMA on April 22, 2025, and discussed details of the exam and the use of CMA's facilities. During the discussion, it was determined that there may be some flexibility in the timing of the 2026 exam in the summer of 2026. The exam may take place in either June or July of 2026, providing some flexibility toward the development and eventual timing of the exam. Board staff have a meeting set for May 1, 2025, to review a draft Scope of Work (SOW).

- **Trainee Selection Exam Services (Contract # TBD)**

  Board staff finalized a draft Scope of Work (SOW) and submitted related documents to California Highway Patrol (CHP) regarding soliciting services for the 2026 Pilot Trainee Training Program Exam. Board staff are reviewing the use of an exemption in the contract process under Public Contract Code (PCC) 10340(b)(7), which, if engaged, would allow the Board to pursue a direct bid with a third-party psychometrician. Board staff expect to understand which avenue of contracting (direct bid or request for proposal) will be pursued by mid-May 2025. Assistant Director Millspaugh stated that Board staff continue to work toward engaging a psychometrician for the exam and have submitted the SOW to CHP.

- **California Department of Human Resources (CalHR) – Trainee Selection Exam Services (Contract # TBD)**

  Board staff continue to work toward development of a SOW and budget for the Pilot Trainee Training Program Exam related to services from CalHR. The SOW and budget are anticipated to be agreed upon in May 2025.

- **State Controller's Office (SCO) – Pilot Boat Program Audit**

  Board staff provided an updated draft SOW to SCO on March 18, 2025. The SOW will be the foundation of a new Inter-Agency agreement between the Board and SCO in support of the Pilot Boat

Program Performance Audit. The SCO audit team has completed their review of the SOW, and it is currently in review with SCO management.

- **Pilot and Pilot Trainee Fitness Assessment with University of California San Francisco (UCSF) (Contract # TBD)**

  The development of a new three-year agreement with a term date of July 1, 2025, to June 30, 2028, is in process. Board staff have provided UCSF with a proposed SOW and budget. Board staff continue to await UCSF's protracted review and currently do not have an expected date for submitting to CHP for review/approval.

Maritime Investigator Services Contracts

- **Marine Investigator Services – Invitations for Bids (IFB) (Contracts # 24M900003)**

  The Board received one response to the IFB for maritime investigative services and is in the process of developing a contract with that individual. Board staff have consulted with the CHP Contracts Unit and determined the Board may need to post a new IFB for maritime services to attract additional contractors. If a new IFB is required, it will be released in May 2025.

- **Pilot Trainee Random Drug Testing Services (Contract # TBD) Maritime Investigator Services Contracts**

  Board staff are currently negotiating a fair and reasonable contract for pilot trainee drug testing services. The term of the contract is expected to be July 1, 2025 – June 30, 2028.

Executive Director Garfinkle stated Captain Nicholas Ahern's Leave of Absence (LOA) request came too late to include it in the Board meeting agenda for April 2025. Director Garfinkle reported he granted Captain Ahrens a temporary leave without stipend and would include an agenda item to vote on the formal LOA request at the May 2025 Board meeting, and an analysis on the Board action process regarding LOA requests. Five trainees remain in the program.

7. Port Agent's Report. (Port Agent Carlier)

A) Monthly report on San Francisco Bar Pilots (SFBP) pilot availability and absences.

Port Agent, Captain Carlier, reported that, as of April 24, 2025:

- The following pilots were Absent for Medical Reasons (AFMR), and their initial absence dates were:
  - Captain Cvitanovic since February 14, 2025.
  - Captain Lingo since March 12, 2025.
  - Captain Long since March 19, 2025.
- The SFBP continuously monitors the dispatch list for possible 12-hour Minimum Rest Period (MRP) exceptions. If the potential exception is likely to result in a rest period of less than 10 hours, mitigating measures are employed. These measures include, but are not limited to, suspending continuing professional development protocols, cancelling scheduled meetings or committee assignments, cancelling previously granted compensation time requests, deferring scheduled training sessions, or calling in off-watch pilots.

Fatigue Risk Mitigation Report – March 2025

There are currently 51 licensees on the SFBP roster.

Work period in excess of 12 hours:

- There were 15 occurrences, 2 occurrences over 14 hours and the maximum period was 14.6 hours.

Night work period in excess of 10 hours without rest opportunity:

- There were no occurrences.

Night-time hours in excess of 18 hours in a 72-hour period:

- There were no occurrences.

Rest periods of less than 12 hours (MRPs):

- There were 6 occurrences, and the minimum period was 10.2 hours

B) Monthly report on SFBP ship piloting business activity.

Port Agent, Captain Carlier, reported that, as of April 24, 2025:

- The status for each of the SFBP-owned pilot boats were reported as:
  - Normal operations for Pilot Vessels (P/V) CALIFORNIA, GOLDEN GATE, PITTSBURG, and SAN FRANCISCO.
  - P/V DRAKE resumed service, as a run-boat, on April 7, 2025.
- Vessel moves were as follows:
  - Bar Crossings: 477
  - Bay Moves: 125
  - River Moves: 38
  - Total Moves: 640
- Gross Registered Tonnage (GRT): 28.8 million
- Year-over-year, when comparing the same period (first quarter) in 2024 to the same period (first quarter) in 2025, total moves were down 4.6% and GRT was down 3.1%.

C) Monthly confidential written report of licensed pilots who have been Absent for Medical Reasons (AFMR). The Board may go into closed session to discuss the contents of the Port Agent's confidential report and other relevant confidential medical information, as authorized by Harbors and Navigation Code (HNC) section 1157.1.

None.

D) Monthly SFBP Fatigue Mitigation Report.

For the SFBP's Fatigue Risk Mitigation Report, see the report under agenda item 7A above.

8. Pilot Evaluation Committee. (Committee Chair Ruff)

A) Report on the Pilot Evaluation Committee (PEC) meeting held on April 16, 2025.

PEC Chair Ruff presented the PEC Chair's Report on the following:

- The PEC met on April 16, 2025. The members present were Captains Slack, Bridgman, Stultz, Wehr,

and Ruff. Executive Director Garfinkle joined the PEC in an open session in which the following was discussed:

  - Psychometricians, including a company used by the Washington State Board of Pilot Commissioners (BPC) and Columbia River Pilots (ColRIP), and Dainis & Company, Inc. (Dainis).
  - Train the trainer programs for PEC members, if not all SFBP members.
  - The Finance Committee agreed to a $500 stipend increase for the trainees.

- The six active trainees include Barron, Gallo, Johnson, Johnston, Thinger, and Ahrens. The trainees' time in the program ranges from four to 20 months.
- All trainees are completing trips to obtain their first-class pilotage endorsement for unlimited tonnage upon San Francisco Bay. They have been observing, part handling, and handling ships under direct supervision of a licensed SFBP pilot.
- Trainees Gallo and Barron completed testing for their First-Class Pilot (FCP) with the USCG and are now fully licensed with unlimited FCP for San Francisco Bay.
- The four remaining trainees are testing various routes in the area.
- In closed session, all trainees were individually interviewed and counseled on their progress in the training program. Time was spent answering their questions and concerns.
- All trainees presently meet recommended benchmarks and are progressing at their own rate.
- Captain Barron completed his second month in evaluation status with no pilot intervention or coaching needed.
- The next PEC meeting is scheduled for Wednesday, May 14, 2025, at 7:30 a.m. at the Board office.

B) Possible PEC recommendation to place one or more Pilot Trainee Training Program trainees on probation or dismiss one or more trainees from the program.

Possible Board action to place one or more Pilot Trainee Training Program trainees on or off probation or dismiss one or more trainees from the program.

No action recommended.

C) Possible PEC recommendation as to whether a trainee has, or trainees have successfully completed the Pilot Trainee Training Program.

Possible Board action to award a Certificate of Completion to a trainee who has completed the Pilot Trainee Training Program.

No action recommended.

D) Possible recommendation from the Executive Director for the Board to issue a state pilot license to a trainee who holds a Certificate of Completion from the Pilot Trainee Training Program.

Possible Board action to accept a recommendation from the Executive Director that a trainee holding a Certificate of Completion from the Pilot Trainee Training Program be licensed as a state-licensed pilot, and issue said state license.

No action recommended.

9. Overview and discussion of the SFBP Fatigue Risk Mitigation Report, including discussion of the report's contents, context of the report (e.g., root causes, 12-hour reporting, occurrences as a percent of baseline, etc.) (Captain Anne McIntyre, SFBP)

Possible Board action to recommend changes to the SFBP Fatigue Risk Mitigation Report.

Captain McIntyre summarized the regulations and reporting requirements for SFBP; including night hours, leave, and the other bullet points listed in the Port Agent report. Details included:

- The MRP exceptions are caused by variables, such as linemen not being at the dock when pilots arrive, which results in unpredictable work periods.
- Work periods and rest-related reporting is required for three categories:
  1) Daytime work periods (not including 6 a.m.) over: 14 hours with rest (at least one two-hour break on the pilot boat) or 12 hours without rest.
  2) Nighttime work periods over: 10 hours without rest, without a rest opportunity between assignments.
  3) 18 hours with rest (in a 72-hour period).
- Work periods include the commute time to get to and from the job and the ride time on the vessel.
- Only two-tenths of all pilot jobs were over the work periods required.
- The SFBP is required to submit the Fatigue Risk Management System (FRMS) again a year after the initial approval so that the fatigue committee can review the data to determine if changes are necessary. (After committee review, the SFBP will submit to the Board with comments.) The SFBP collected data in the year since the initial approval, determined there were no changes needed and no regulations jeopardizing safety.

Board staff stated that SFBP's monthly fatigue risk mitigation report (agenda item 7D) had been incorporated into the Port Agent's report and was available in the document associated with agenda item 7A and is available on the Board's website. Board staff also added the SFBP's Fatigue Risk Mitigation System document, which was published and approved in June 2024, to the list of documents available for the April 24, 2025, meeting. Executive Director Garfinkle stated he would review the contract to see if the additional review of the FRMS (before and after implementation) is a viable option was still.

10. Finance Committee. (Commissioner Rodriguez)

A) Report on the Finance Committee meeting held on April 9, 2025.

Commissioner Rodriguez stated that the Finance Committee met on April 9, 2025. Due to concerns regarding potential future tariffs, the Finance Committee agreed to conservative recommendations.

B) Discussion and Finance Committee recommendations to the Board regarding possible increase of pilot trainee stipends, currently set at $8,000 a month/per trainee.

Possible Board action to increase the stipend, currently set at $8,000 a month/per trainee.

Commissioner Rodriguez stated that the Finance Committee recommended a stipend increase of $500/month/trainee. The elasticity of the consumer price index will be discussed in the Finance Committee meeting in May 2025. No other surcharges were discussed in the Finance Committee meeting on April 9, 2025.

MOTION: Commissioner Rodriguez moved to increase the trainee stipends, from $8,000 to $8,500 per month/per trainee, effective July 1, 2025. Commissioner Benedict seconded the motion.
VOTE: YES: Tynan, Hayes-White, Benedict, Carr, and Rodriguez.

NO: None.
ABSTAIN: None.
ACTION: The motion was approved.

The Board continued the discussion regarding agenda item 9 after agenda item 10.

9. Overview and discussion of the SFBP Fatigue Risk Mitigation Report, including discussion of the report's contents, context of the report (e.g., root causes, 12-hour reporting, occurrences as a percent of baseline, etc.) (Captain Anne McIntyre, SFBP)

Possible Board action to recommend changes to the SFBP Fatigue Risk Mitigation Report.

Regarding the two documents required by the regulations (SFBP Fatigue Risk Mitigation Report and the FRMS), Captain McIntyre acknowledged the similar names and explained their differences:

- **The SFBP Fatigue Risk Mitigation Report (Port Agent's Report):** The Port Agent must report this monthly data. In the March 2025 Board meeting, the Port Agent's Report included data for February 2025 and March 2025 due to back reporting resulting from March 2025 submissions to the Board.
- **The FRMS:** This data, submitted in 2024, was a culmination of a 10-year study to be published on the Board's website. One of the requirements for the FRMS is a periodic review. The FRMS plan was in place prior to data submission because the data input was delayed. The SFBP's perspective is that all procedures are working well, and no changes are needed.

Board Counsel Tuck clarified that the Fatigue Risk Mitigation Report is a report, while the FRMS is a plan. Assistant Director Millspaugh stated the intent to have Board staff create a chart for further clarification.

11. Reported Safety Standard Violations. (Executive Director Garfinkle) (Reported safety standard violations occurring up to the start of the meeting will be included.)

Executive Director Garfinkle stated there were no safety standard violations reported since the last Board meeting.

12. Incident Review Committee (IRC) - Reportable Piloting Events. (Executive Director Garfinkle/Vice President Hayes-White) (Reportable piloting events occurring up to the start of the meeting will be reported on.)

Vice President Hayes-White stated that, regarding IRC motions, she is not a voting member unless it is a motion to extend/delay the discussion.

Agenda item 12 (A) was discussed after agenda item 15 (see text below agenda item 15).

B) Progress report on IRC report regarding the October 14, 2024, event involving the Motor Tanker (M/T) PLATANOS which made unintended contact with the pier at Shell Martinez.

Possible Board action to extend the M/V PLATANOS report to the next monthly Board meeting.

Executive Director Garfinkle recommended the Board to extend the M/V PLATANOS to the Board Meeting on May 15, 2025.

MOTION: Commissioner Carr moved to grant the Incident Review Committee (IRC) an extension to present its report on the Motor Tanker (M/T) PLATANOS at the next Board meeting, on Thursday, May 15, 2025. Commissioner Rodriguez seconded the motion.
VOTE: YES: Tynan, Hayes-White, Benedict, Carr, and Rodriguez.

NO: None.
ABSTAIN: None.
ACTION: The motion was approved.

An additional note was mentioned for agenda item 6(E) prior to Agenda item 13.

13. Status report on the Board's Information Technology Modernization Project (ITMP). (Assistant Director Millspaugh)

Assistant Director Millspaugh stated that Board staff submitted Project Approval Lifecycle (PAL) stage 2 to California Department of Technology (CDT) for formal review and continued work on an SOW for the ITMP solution. The ITMP solicitation generated through PAL stage 3 is anticipated to be released as a Request for Proposals (RFP) in late Fall of 2026 and the RFP process is anticipated to conclude by the Spring of 2025. This will be a competitive bid process.

14. Stakeholders' report on subjects that may be of interest to the Board, including reports on shipping activity regionally and within the Board's jurisdiction, and the status of the next pilot boat build. (Mike Jacob, Pacific Merchant Shipping Association (PMSA)/Captain Anne McIntyre, SFBP)

Ms. Cohen reported, on behalf of PMSA, that the industry has been experiencing tremendous volatility following tariff and ship fee announcements over the last few weeks. This has been reflected in blank sailings (cancelled sailings) reported by container ports throughout California. The Port of Los Angeles reported six blank sailings for April 2025, 20 for May 2025, and eight for June 2025, while Long Beach reported 4, 14, and 16 respectively. While there have been increased traffic in some ports, that is a short-term surge and is not a cause for optimism or indication of a trend. The PMSA forecast indicated decreased volumes and traffic.

Captain Carlier noted a 3.1% decrease in tonnage at ports in the San Francisco Bay.

Board members and participants discussed tariff related volume fluctuations, volatility, lawsuits (five lawsuits were filed by Governors of various states [including Governor Gavin Newsom] questioning the legality of leveeing emergency presidential orders), and other actions taken by California and other states (including pleas that foreign countries not levee taxes in retaliation).

15. Discussion regarding the contract for Surcharge Collection, Pilot Education and Pilot Trainee Training between the SFBP and the Board, and issues related to reimbursement of the SFBP by the Board. (Captain McIntyre)

Captain McIntyre provided the following details:

- The Port of Oakland's informal count was 28 blank sailings projected over the next three months, likely due to the Office of the United States Trade Representative (USTR) fees and their impact on the agriculture industry.
- The SFBP requested the Board expedite rate setting regulation efforts to protect pilot revenue.
- The Senate honored the 175th anniversary of the Board's and the SFBP's founding on April 23, 2025.
- The SFBP will cohost the National Maritime Gala on October 25, 2025.
- The SFBP continues work on the RFP for pilot vessels. The RFP schedule remains on track.
- Statutory changes for insurance levels and Continued Education may be required.
- Captain McIntyre suggested the Board have a day-long workshop to develop a strategic plan, highlight and prioritize items, improve the current system, and potentially identify statutory changes needed. The workshop could be held annually or bi-annually.

SFBP General Counsel Baldwin stated that he spoke with the Department of General Services (DGS) and received a letter stating an investigation had been started, regarding the request for reimbursement of SFBP's services, but he had not heard any updates from DGS since. Executive Director Garfinkle stated that DGS queried the Board, and he relayed the Board's desire to pay the full amount, and DGS suggested taking the amount out of the general fund or CalSTA's fund. Executive Director Garfinkle stated that the latter would be easier to reimburse the approximate cost of $33,000. Assistant Director Millspaugh stated that although Board staff made the recommendation, DGS will make the decision.

12. Incident Review Committee (IRC) - Reportable Piloting Events. (Executive Director Garfinkle/Vice President Hayes-White) (Reportable piloting events occurring up to the start of the meeting will be reported on.)

A) Present IRC report regarding the September 25, 2024, event involving the bulk carrier Motor Vessel (M/V) KONA TRADER which made unintended contact with the pier in the Port of Stockton.

Board deliberation on the Incident Review Committee's recommendations to the Board and determination regarding the event of September 25, 2024, involving the M/V KONA TRADER, which made unintended contact with the pier in the Port of Stockton. If the report is not presented, the IRC may request an extension. If that is the case, possible Board action to extend the M/V KONA TRADER report to the next monthly Board meeting.

The Board may go into closed session for the deliberation of the confidential portions of the incident report presented under this item pursuant to Harbors and Navigation Code section 1180.6 and Government Code section 11126, subdivisions (c)(3) and (e)(1).

Board members and attendees discussed the options available regarding the discussion and vote and decided to postpone the presentation of the IRC report, Board discussion, and the vote regarding the bulk carrier Motor Vessel (M/V) KONA TRADER event. Some discussion points included:

- Commissioner Carr stated his desire to propose changes to the IRC report. Executive Director Garfinkle, Vice President Hayes-White, and Board Counsel Tuck agreed to the receipt of potential correspondence that may be reflected in an addendum to the report, where appropriate.
- Vice President Hayes-White, President Tynan, and Board Counsel Tuck discussed quorum concerns.
- SFBP General Counsel Baldwin proposed the IRC report be released one week prior to the meeting to allow ample time for review, public comment, and due process.
- Christopher Tribolet, the attorney for the KONA TRADER, stated his intent to submit comments in writing.

MOTION: Commissioner Rodriguez moved to grant the Incident Review Committee (IRC) an extension to present its report on the Motor Vessel (M/V) KONA TRADER at the next Board meeting, on Thursday, May 15, 2025. Commissioner Carr seconded the motion.
VOTE: YES: Tynan, Hayes-White, Benedict, Carr, and Rodriguez.
NO: None.
ABSTAIN: None.
ACTION: The motion was approved.

Before closed session (agenda item 16), the Board decided to discuss agenda items 17-18.

17. Proposals for the next Board meeting agenda. (Vice President Hayes-White for President Tynan)

Commissioners Carr and Rodriguez requested an additional Joint Pilot Boat Advisory Committee and the Finance Committee meeting agenda item to review and discuss the document dissemination process and

maintaining confidentiality. Board Counsel Tuck agreed to discussing their concerns with Executive Director Garfinkle.

Vice President Hayes-White requested a new Board Meeting agenda item to vote on trainee Ahrens' leave of absence request.

18. Comment by public and Board members on matters not on the agenda.

None.

Recess began at 10:53 a.m.
Meeting resumed at 11:01 a.m.
Closed session began at 11:01 a.m.
Closed session ended at 11:06 a.m.
Open session resumed at 11:07 a.m.

16. Closed session for the Board to confer with legal counsel regarding potential significant exposure to litigation against the Board involving an inactive licensee. (Board Counsel)

The Board is authorized to discuss this matter in a closed session pursuant to the Open Meeting Act, Government Code section 11126, subdivisions (e)(1) and (e)(2)(B).

Board Counsel Tuck stated that no action was taken and there was nothing to report out of closed session.

Agenda item 18 discussion was resumed after agenda item 16 to allow additional comments.

18. Comment by public and Board members on matters not on the agenda.

None.

19. Adjournment.

Vice President Hayes-White (for President Tynan) adjourned the meeting at 11:08 a.m.

Submitted by:

Allen Garfinkle
Executive Director

ACRONYM INDEX

Acronyms / Abbreviations	Definition
AFMR	Absent For Medical Reasons
Blank Sailings	Cancelled Sailings
BOPC/Board	Board of Pilot Commissioners
CalHR	The California Department of Human Resources
Cal Poly	The California Polytechnic State University
CalSTA	The California State Transportation Agency
CCR	California Code of Regulations
CDT	The California Department of Technology
CHP	The California Highway Patrol
CMA	The California State University Maritime Academy / California Maritime Academy / Cal Maritime
COLA	Cost of Living Adjustment
ColRIP	Columbia River Pilots
Dainis	Dainis & Company, Inc.
DGS	The Department of General Services
FCP	First Class Pilot (federal license test)
FRMS	Fatigue Risk Management System
GRT	Gross Registered Tons
HNC	Harbors and Navigation Code
IFB	Invitation for Bids
IRC	Incident Review Committee
ITMP	Information Technology Modernization Project
LOA	Leave of Absence
MRP	Minimum Rest Period
M/T	Motor Tanker / Motor Tug
M/V	Motor Vessel
PAL	Project Approval Lifecycle
PCC	Public Contract Code
PEC	Pilot Evaluation Committee
PMSA	The Pacific Merchant Shipping Association
PS	Puget Sound
P/V	Passenger Vessel / Pilot Vessel
RFP	Request for Proposals
SCO	The State Controller's Office
SFBP	San Francisco Bar Pilots
SOW	Scope of Work
TBD	To Be Determined
UCSF	The University of California San Francisco
USCG	The United States Coast Guard
USTR	Office of the United States Trade Representative

This and other documents for this meeting can be found on the Board's website www.bopc.ca.gov.

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Agenda Item 6: Directors' Report

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Agenda Item 6A: Correspondence and activities since the previous Board meeting

Agenda Item 6A-01: Fatigue Risk Management System Document Annual Submission

SAN FRANCISCO BAR PILOTS ASSOCIATION
Pier 9 East End
San Francisco, CA 94111

May 7, 2025

Commissioner Karen Tynan
President, CA Board of Pilot Commissioners

Via Email

Subject: SFBP Fatigue Risk Management System Document Annual Submission

Dear Commissioner Tynan,

As per CCR, Title 7, 218.1 (j), SFBP is submitting our FRMS for annual review and reapproval.

The SFBP Fatigue Committee met on May 5th to review the FRMS and associated fatigue monitoring data. No changes to the FRMS are proposed at this time. Generally, the Committee has determined that the FRMS is functioning as intended and SFBP will continue to monitor the fatigue data to ensure appropriate fatigue mitigation measures are in place.

One deficiency was noted: signs on the station boats "notifying that pilots are resting and designated quiet zones for sleep." Signs have been ordered and will be installed upon receipt.

Best regards,

John Carlier

Capt. John Carlier
Port Agent

Signature:
Email: [redacted]

JUMP TO AGENDA

BOPC FRMS SUBMISSION

Final Audit Report 2025-05-06

Created:	2025-05-06
By:	Anne McIntyre ([redacted])
Status:	Signed
Transaction ID:	CBJCHBCAABAAhliSSQ4lkWgh1ChJE3dmuBaBA93tm37R

"BOPC FRMS SUBMISSION" History

Document created by Anne McIntyre ([redacted])
2025-05-06 - 8:39:02 PM GMT

Document emailed to John Carlier ([redacted]) for signature
2025-05-06 - 8:39:06 PM GMT

Email viewed by John Carlier ([redacted])
2025-05-06 - 8:39:49 PM GMT

Document e-signed by John Carlier ([redacted])
Signature Date: 2025-05-06 - 9:44:36 PM GMT - Time Source: server

Agreement completed.
2025-05-06 - 9:44:36 PM GMT

Adobe Acrobat Sign

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Agenda Item 6A-02: Fatigue Risk Management System, May 20, 2024

SAN FRANCISCO BAR PILOTS

FATIGUE RISK MANAGEMENT SYSTEM

MAY 30, 2024

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Contents

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SAN FRANCISCO BAR PILOTS

FATIGUE RISK MANAGEMENT SYSTEM

MAY 30, 2024

1. Purpose

The purpose of this Fatigue Risk Management System (FRMS) is to guide the San Francisco Bar Pilots (SFBP) in managing and reducing the risk of fatigue.

This FRMS is based on established science, recognizes operational issues and is data driven, monitored, and controlled. The FRMS includes prevention, education, and training in fatigue risk mitigation. It also includes a process to review, enhance, and continually improve the FRMS over time.

The SFBP recognize that the management of fatigue is a shared responsibility among all pilots. However, it is the responsibility of individual pilots to utilize rest periods and education to obtain sufficient rest, appropriate nutrition, and exercise necessary to report for duty rested and alert. SFBP have developed standards that incorporate appropriate schedules, work environment, policies, and education to allow pilots an opportunity to obtain sufficient rest to perform their duties in a safe manner.

The premise for an FRMS is that preventing and managing fatigue involves more than prescribing hours of service and minimum rest. A typical FRMS goes further and may include such elements as medical treatment for sleep disorders, excused absences due to self-reported fatigue, incident reporting and analysis, management commitment to the FRMS, as well as training and education focusing on the causes of fatigue, the best environments and times for restorative sleep, and the various means of mitigating fatigue.

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2. Scope

This FRMS applies to all San Francisco Bar Pilots.

3. SFBP Fatigue Risk Management System Model

The FRMS model is based on the multiple accident causation theory which states that most major industrial and transportation accidents are the result of multiple latent points of system failure. Accidents are not just the immediately obvious active error of the human at the controls.

The specific prevention and mitigation measures are:

- Fatigue Risk Assessment
- Pilot Power and Workload
- Hours of Work
- Fatigue and Sleep Training and Education
- Medical Assessment
- Workplace Environment
- Fatigue Monitoring
- Incident Investigation

These eight layers are underpinned by the FRMS, which in addition to prevention and mitigation, includes program purpose, scope, and roles. The FRMS will be periodically reviewed and updated by SFBP. Any updates will be subsequently reviewed and approved by the Board of Pilot Commissioners (BOPC).

3.1 FATIGUE RISK ASSESSMENTS

In response to the Harbors and Navigation Code Section 1196.5, the BOPC contracted for a fatigue study with the San Jose State University Research Foundation (SJSURF) in collaboration with NASA's Ames Research Center. The scope of the study included "the effects of work and rest periods on psychological ability and safety for pilots" and an evaluation of "sleep and human-related factors for pilots." Further, the study was

required to include "information and recommendations on how to prevent pilot fatigue and ensure the safe operation of vessels."

Additionally, SFBP conducted an internal Fatigue Risk Assessment (FRA) to review fatigue vulnerabilities and assist in the development of the FRMS. SFBP or BOPC may decide to conduct additional FRAs or studies when changes in conditions, pilot power, job tasks, or working rules could impact fatigue. An FRA may also be conducted following a serious incident citing fatigue as a causal factor. This FRMS incorporates recommendations from both the BOPC's study and the SFBP FRA.

Both the BOPC study and the SFBP FRA included a review of the following fatigue risk factors:

- Hours of Work: Potential fatigue induced by the work schedule. Typically, night work periods present the greatest challenge to maintaining alertness. Work period start/end times as well as the on/off pattern and the length of time off between work periods can also influence fatigue.
- Job demands and type of work: Potential for fatigue imposed by specific job tasks, occupations and the type of work being performed.
- Working Environment: Contributing factors of fatigue in the work environment.
- Sleeping Environment**:** Sleeping environments can enhance or detract from obtaining adequate quality and quantity of sleep, a major factor in fatigue management.
- Transportation: Transport to and from assignments may decrease the amount of time that can be dedicated to rest and sleep prior to the shift. This may result in reduced alertness and increased fatigue while on duty. Extended travel to attend training (at times internationally) requires specific review on a case-by-case basis. Fatigue mitigation measures in these instances include judicious planning to minimize travel time and enhance rest opportunities. A pilot's return to the board may also be delayed following extended travel.

- Fatigue Management Training**:** Formal fatigue management training can assist in the management of personal actions to understand and proactively manage fatigue.

3.2 PILOT POWER AND WORKLOAD

Having a sufficient number of qualified pilots to adequately address the needs of the operation is the primary tool in fatigue management.

3.2.1 Adequate Pilot Power

Adequate pilot power is defined as having a sufficient number of qualified pilots to conduct the following:

- Meet the pilotage needs of the operation and customers.
- Minimize excessive work hours that create fatigue situations.
- Provide coverage for scheduled and unscheduled absences, training and special assignments.
- Consistently meet the requirements of the FRMS.

3.2.2 Pilot Power Analysis

Pilot Power: Pilot Power is periodically reviewed by the BOPC. Based on workload, personnel, and pilotage demand forecasts, the BOPC may decide to adjust the number of pilots to manage fatigue.

3.2.3 Assignment of Off-Watch Pilots

Occasionally, meeting operational requirements may necessitate bringing in off-watch pilots to cover pilot assignments to mitigate fatigue. Any such recalls shall be voluntary and managed to minimize disruption of recovery rest periods prior to the start of a regular work rotation. Other measures to increase the number of pilots available on the board include, but are not limited to, suspending continuing professional development protocols, cancelling scheduled meetings or committee assignments, cancelling

previously granted compensatory time requests, and deferring scheduled training sessions.

3.3 WORK HOURS

To protect pilot health and safety, and the safety and environmental stewardship of operations, SFBP has adopted the following work hours policies:

Pilots are assigned by a first-in, first-out strategy that incorporates the following:

- 10-hour minimum rest period (MRP) between work periods. SFBP views this as a cornerstone policy of effective fatigue mitigation. Departures from the minimum rest period will be made only in the event of an immediate threat to the safety of persons, property, vessels, or the marine environment.
- A Pilot work rotation will be 15 or fewer consecutive days of being available for assignment.
- Pilots working 14 or 15 consecutive days shall have a longer rest period of at least 12 hours between work periods at or around the midpoint of their work rotation.
- Work periods that do not include nighttime hours (0000-0600) shall be limited to 14 hours in duration.
- Work periods that include nighttime hours (0000-0600) shall be limited to 12 hours in duration unless there is a rest opportunity of at least 2 hours on the offshore station boat between assignments. With such a rest opportunity, the work period duration may extend to 14 hours.
- Consecutive nighttime work periods are limited to a maximum of 18 nighttime hours (0000-0600) worked in any 72-hour period. If the 18-hour limit is reached, the following work period shall be during day work hours, commencing no earlier than 0800 on the calendar day next following the calendar day on which the 18-hour limit was reached.

SFBP will monitor and review the FRMS for effectiveness and modify as needed to seek optimum fatigue mitigation while also seeking to minimize delays to pilotage service users. Changes to the FRMS will be reported by the Port Agent to the BOPC for review and approval.

It should be noted that circumstances may arise that might pose an immediate threat to the safety of persons, property, vessels, or the marine environment. When, in the opinion of the Port Agent, there is reasonable cause to believe that the risk to the safety of those persons, property, vessels, or the marine environment exceeds the risks associated with authorizing a departure from the FRMS or other policies, the Port Agent may authorize a departure. Departures shall be reported to BOPC.

To increase the predictability of pilot work schedules, SFBP has established minimum advance notice requirements for ordering pilot services, as follows:

- Vessel Arrivals: 24-hour, 12-hour and 6-hour notice is required.
- Vessel Departures from San Francisco, San Pablo, or Suisun Bay: For orders placed between 0600 and 1800, the request for a pilot shall be made at least 4 hours before the pilot is required on board. For orders placed between 1800 and 0600, the request for a pilot shall be made at least 8 hours before a pilot is required on board.
- Vessel Departures from Stockton or Sacramento: The request for a pilot shall be made at least 8 hours before the pilot is required on board.
- Cancellations must be made at least 4 hours prior to any scheduled arrival or departure.

3.4 FATIGUE AND SLEEP TRAINING

State regulation requires all pilots receive fatigue training every 5 years. The training includes topics on how to identify fatigue, understand the potential risks of fatigue and how those risks can be mitigated. Pilots have a professional responsibility to use the training to ensure that they are rested and fit for duty when they report for work, and have the duty to refuse an assignment if they are too fatigued to complete an

assignment safely. These requirements are found in Title 7, California Code of Regulations, Section 215.

The training includes:

- Understanding the causes of fatigue: work related factors, circadian rhythms, individual differences, and lifestyle and off-duty activities.
- Recognizing the signs and symptoms of fatigue.
- Circadian rhythms and biological implications of shift work.
- The need for sleep and awareness of fatigue-related hazards: consequences of fatigue on health, safety, and work performance, and on driving, incidents, and accidents.
- Sleep physiology, sleep hygiene, effects of medication and other coping substances on sleep.
- Information with respect to an appropriate recovery period after awakening.
- How to identify sleep issues – sleep patterns, deficits, and sleep disorders.
- Nutrition and exercise, timing and content of food.
- Effects of medication and other substances on alertness.
- Fatigue countermeasures: effective strategies, when and how to apply.
- The performance requirements and the roles and responsibilities required by statute and regulation.

3.5 MEDICAL HEALTH ASSESSMENT

Annually, all pilots are required to undergo both a state and federal physical exam. The exam requires a thorough medical review and is documented on the form CG-719K.

The medical exams assess, among other things, personal and physiological factors that may impact upon the ability of an individual to perform in the maritime environment.

Form CG-719K requires disclosure by the applicant of: “Any sleep problems (for example, obstructive sleep apnea, restless leg syndrome, narcolepsy, shift work sleep disorder, or insomnia)”

The Merchant Mariner Medical Manual (chapter 19) describes sleep disorders as neurologic conditions of concern. They are subject to further review and may be determined disqualifying.

3.6 WORKPLACE ENVIRONMENT

3.6.1 Work Environment

Pilots are not able to control most factors in their work environment. However, it is important to be aware that the work environment may significantly impact alertness and cause fatigue. Pilots should adopt appropriate and available countermeasures to manage alertness and mitigate fatigue.

3.6.2 Sleep/Rest Environment

Sleeping accommodations on the offshore pilot boats have been fitted to help pilots obtain adequate rest.

Pilot accommodations on board the boats have at minimum the following:

- Controlled temperature environment.
- To optimize sleep during daytime: window tinting, curtains and/or coverings to make accommodations completely dark.
- Comfortable mattresses.
- Signage notifying that pilots are resting and designated quiet zones for sleep.

3.7 FATIGUE MONITORING

Even with proper training and guidance, occasionally individuals in continuous operations are subject to becoming fatigued, which may create a safety risk. An additional proactive measure against fatigue-related incidents includes an approach to

detect fatigue during ongoing operations and implement appropriate countermeasures and corrective actions.

Pilots can use the knowledge from their training to monitor fatigue. If an individual is too fatigued to start or complete a work period, the individual Pilot is to immediately notify the Port Agent to determine appropriate action.

Pilots working more than 7 consecutive days should be aware of the cumulative effects of fatigue and take appropriate mitigation measures. The Port Agent may review the work/rest history of these pilots and reassign as necessary to achieve required rest.

3.7.1 Fatigue Countermeasure Implementation

In most cases, the initial fatigue countermeasure is to provide a change in the immediate activity being conducted, for example:

- Physical activity: An individual in a sedentary task can often increase alertness through several minutes of physical activity.
- Nutrition and caffeine: Alertness can often be enhanced with caffeinated beverages. Fatigue can be induced if the individual has not had sufficient food or drink for an extended period.
- Sleep episode: Research confirms that the best method to recover from excessive fatigue is through a short restorative sleep episode. A short nap of between 10-20 minutes can provide up to 4 hours of increased alertness.

3.7.2 Fatigue Reporting Responsibility

Division 5, California Harbors and Navigation Code, Section 1146, provides as follows: *A pilot shall refuse a pilotage assignment if he or she is physically or mentally fatigued and has a reasonable belief that the assignment cannot be carried out in a competent and safe manner.*

Pilots must take personal responsibility to ensure that they are rested and fit for duty prior to assignment. However, in the event a pilot is unable to safely perform an assignment due to fatigue, that pilot shall notify the Port Agent as soon as practicable to determine appropriate action.

3.8 INCIDENT INVESTIGATION

Even with the proactive measures in place, occasionally individuals in continuous operations are subject to becoming fatigued, which may result in an incident. Thus, it is important to:

- Identify if fatigue was a prime or contributing cause of an incident.
- Determine if any FRMS measures were insufficient to prevent fatigue from causing or contributing to the incident.
- Use the information to continually improve the FRMS.

3.8.1 Identification of Fatigue as a Potential Causal Factor

The BOPC Incident Review Committee (IRC) will assess whether fatigue contributed to an incident and include that assessment in its report concerning the incident. Incidents determined to have high probability of fatigue as a causal factor should be evaluated to determine root cause and an action plan developed to prevent reoccurrence.

3.8.2 Corrective actions

When a fatigue-related incident is suspected or confirmed, the IRC may assess the probable cause of the fatigue. With this information, the BOPC may consider directing SFBP to review and revise the FRMS.

4. Continuous Improvement

The SFBP will meet periodically to review the FRMS with the goal of continual improvement.

Key elements to evaluate fatigue issues include:

- Evaluation of data reported to BOPC as required by California Code of Regulations, Title 7, section 237 (d):
    - Annual total of vessels moved, pilots assigned, and MRP exceptions
    - Monthly breakdown of pilot assignments per day
    - Annual total of bar crossings, bay moves, and river moves
    - Number of days pilots reported sick or injured
    - Number of days pilots were engaged in board-mandated training
    - Number of days pilots were engaged in administrative duties
    - Details and contributing circumstances of all reported MRP exceptions
    - Pilots pulled from regular rotation for multi-day pilotage
- BOPC incident reports in which fatigue was identified as a potential causal factor.
- Incident reports from other agencies such as U.S. Coast Guard (USCG) or National Transportation Safety Board (NTSB) in which fatigue was identified as a potential causal factor.
- Any other data that may be relevant. For example: number of light trips, changes off the front, special-assigned pilots (E-pilot and hand-hold pilots), and input from pilots.

5. Roles

A key element of this FRMS is to clarify specific roles for all parties involved.

Port Agent

- Establish, document, and maintain a Fatigue Risk Management System
- Review and revise the FRMS as needed, notifying BOPC of any changes and seeking approval for such changes
- Primary liaison between SFBP and the BOPC on fatigue risk management
- Report fatigue-related data to the BOPC as required

Pilots

- Understand risk factors at work that cause fatigue
- Complete and utilize all relevant training
- Report to work fit, rested and alert
- Monitor self for any signs of fatigue
- Notify the Port Agent if they believe they are suffering from fatigue
- Make the most of the opportunities available to get sufficient quality and duration of sleep

BOPC

- Review and approve changes to the SFBP FRMS
- Periodically review relevant data to mitigate pilot fatigue
- Ensure Pilot Trainee Exams are scheduled appropriately to maintain the required number of pilots
- Manage pilot power through pilot retirement surveys and training program oversight to ensure availability of replacement pilots

6. Supporting Documentation

- SJSURF/NASA Ames Research Center Fatigue Study
- California Harbors and Navigation Code, Division 5
- California Code of Regulations, Title 7
- BOPC Medical Assessment and Fitness Determination Guide
- USCG Merchant Mariner Medical Manual
- USCG Form CG-719K, Application for Medical Certificate

7. Definitions

Word / Term	Definition
Alertness	The state of readiness to respond to stimulus.
Circadian Rhythm	A 24-hour cycle of the body reflecting functions such as temperature variations, hormone production levels and natural periods of sleep and attention peaks/troughs, etc.
Fatigue	An impaired physical and mental condition, which arises from an individual's exposure to physical and mental exertion and inadequate or disturbed sleep.
Fatigue Risk Assessment (FRA)	A process to identify, assess, prioritize, manage, and record the risks to health and safety arising from fatigue associated with extended hours and round-the-clock operations.
Work Period	Starts at the time a pilot would need to report to Pier 9 to begin an assignment and ends at the time a pilot, having completed the last of one or more assignments, would arrive back at Pier 9. Same as: Ride time to Bottom of Board (BoB) time.
Rest Period	The period between work periods. Same as: Bottom of Board (BoB) time to Ride time for next assignment.
Pilot Assignment	One ship assignment, or light trip to cover arrival. Pilots often complete two or more assignments per work period.

Rest Opportunity	A period when a pilot is between assignments and has access to sleeping accommodations on the offshore station boat.
Work Rotation	Consecutive days a pilot is available for assignment – not to exceed 15.
Night Work	0000-0600
Day Work	0600-2400

8. CIRCADIAN Endorsement Letter

Two Main Street • Suite 310 • Stoneham, MA 02180, USA | Phone: [redacted] | Fax: [redacted] | www.circadian.com

March 26, 2024

Capt. John Carlier
Port Agent
San Francisco Bar Pilots
Pier 9 East End
San Francisco, CA 94111

Dear Captain Carlier,

Per your request, I have provided input and recommendations for the development of the San Francisco Bar Pilots (SFBP) Fatigue Risk Management System (FRMS).

In addition, I have independently reviewed and hereby approve the content and intent of the attached FRMS document which details the purpose and components of the San Francisco Bar Pilots Fatigue Risk Management System.

In my professional opinion as a Fatigue Management Subject Matter Expert, the FRMS provides the framework for a highly effective overarching fatigue risk management system. This FRMS is based on established science, recognizes operational issues and is data driven, monitored and controlled. The FRMS includes prevention, education and training in fatigue risk mitigation. It also includes a process to review, enhance and continually improve the FRMS over time.

The SFBP FRMS contains the appropriate and fundamental FRMS components detailed within several well established FRMS models, including:

- American National Standards Institute (ANSI) / American Petroleum Institute (API) Recommended Practice (RP) 755: Fatigue Risk Management Systems for Personnel in the Refining and Petrochemical Industries
- US DOT Federal Aviation Administration: 14 CFR Part 117 – Flight and Duty Limitations and Rest Requirements: Flight Crew Members
- US DOT Pipeline Hazardous Material Safety Administration (PHMSA): Control Room Management: Fatigue Risk Management: 49 CFR Parts 190-199.

Where appropriate, such as pilot annual physical examinations, the SFBP FRMS has been developed in line with US Coast Guard regulations.

The SFBP FRMS contains a work schedule pattern that has been well established and utilized within State Pilot organizations across the United States. The FRMS outlines numerous work hour polices designed to manage and mitigate fatigue.

In response to the Harbors and Navigation Code Section 1196.5, the BOPC contracted for a fatigue study with the San Jose State University Research Foundation (SJSURF) in

collaboration with NASA's Ames Research Center. Additionally, SFBP conducted an internal Fatigue Risk Assessment (FRA). This FRMS incorporates recommendations from both the BOPC's study and the SFBP FRA.

My evaluation and endorsement of the FRMS is based on 24 years of service as the Vice President Operations for CIRCADIAN, a recognized leader in Fatigue Risk Management. Under my direction and supervision CIRCADIAN has provided FRMS consulting services and/or FRMS training services for a multitude of industries domestically and internationally including 15 State Pilot organizations. CIRCADIAN has provided FRMS services for the American Pilot Association and the Maritime Pilots Institute.

Please let me know if you have questions or comments.

Sincerely,

William D. Davis
VP Operations
CIRCADIAN
[redacted]
www.circadian.com
[redacted]

JUMP TO AGENDA

Agenda Item 6A-03: USCG Harbor Safety Committee Report

SIGNIFICANT PORT SAFETY AND SECURITY CASES (APRIL 2025)
MARINE CASUALTIES
Grounding (12APR25): AU.S. flagged commercial fishing vessel grounded on the rocky shoreline near Jenner, CA after the vessel's operator, the sole person on board, fell asleep while at the control station. Once aground, the operator was able to safely climb to shore. The vessel was broken apart by wave action against the rocky shore and was a total loss. Case pends.
Loss of Propulsion (13APR25): A foreign flagged tank vessel experienced a reduction in propulsion while transiting from Anchorage 9 to Martinez, CA. A failed sensor on the vessel's main diesel engine tripped an alarm, which triggered an automatic reduction in RPMs. The vessel returned to Anchorage 9 to troubleshoot. USCG issued a deficiency, rectify deficiencies prior to movement. USCG received class report attesting to correction of deficiencies. Deficiency cleared. Case closed.
Loss of Power (21APR25): AU.S. flagged small passenger vessel experienced a loss of power while transiting from San Francisco to Bay Farm Island. A control relay on the starboard generator failed and the generator shut down. The vessel's crew was able to switch to the port generator and the vessel was able to moor safely. USCG issued a deficiency, rectify deficiencies prior to carriage of passengers. USCG received report from technicians attesting to satisfactory completion of repairs, deficiency cleared. Case closed.
Loss of Propulsion (26APR25): AU.S. flagged inspected towing vessel experienced a loss of propulsion while assisting a vessel near Chevron Long Wharf. The vessel lost clutch on their port side engine and were unable to regain after troubleshooting. USCG issued a deficiency, rectify deficiencies prior to the carriage of cargo, and authorized a one-time transit from Chevron Long Wharf to Pier 17 to conduct repairs. Class attended the vessel and witnessed sea trials following repairs. Deficiency cleared. Case pends.
Loss of Propulsion (29APR25): AU.S. flagged passenger vessel experienced a loss of propulsion while transiting between Alcatraz Island and Pier 33. USCG issued a deficiency, rectify deficiencies prior to carriage of passengers. Technicians attended the vessel following the completion of repairs and witnessed sea trials. Deficiency cleared. Case pends.
VESSEL SAFETY CONDITIONS
NSTR
NAVIGATIONAL SAFETY
Letter of Deviation (LOD) (29MAR2025): A foreign flag tank vessel was issued an inbound LOD for an inoperable X-band radar. The vessel arranged for a technician to attend the vessel and conduct repairs. USCG received satisfactory service report attesting to X-band radar repair. LOD lifted. Case closed.
Letter of Deviation (LOD) (21APR2025): A foreign flag tank vessel was issued an inbound LOD for an inoperable AIS. The vessel arranged for a technician to conduct repairs. USCG received satisfactory service report attesting to AIS repair. LOD lifted. Case closed.
SIGNIFICANT INCIDENT MANAGEMENT DIVISION CASES
Pollution Incident (12APR2025): USCG received report of a commercial fishing vessel that ran aground in Jenner, CA, discharging up to 500 gallons of diesel. This incident was found to be an unintentional grounding due to the vessel operator accidentally falling asleep. USCG IMD issued a Notice of Federal Interest (NOFI) to the vessel operator and confirmed with DRAT and SSC that natural recovery was the most appropriate method of cleanup. USCG pursued enforcement against the responsible party pursuant to 33 U.S.C. 1321(b)(3).
Notice of Violation (26APR2025): USCG received NRC report of a recreational vessel that sank overnight in Sandmound Slough and discharged approximately 120 gallons of diesel. Local wildlife was impacted. Vessel owner was unable to pay for the cleanup and USCG utilized the Oil Spill Liability Trust Fund (OSLTF) to conduct cleanup operations. The pollution source was removed and secured by hard boom and sorbents. USCG issued a Notice of Federal Interest (NOFI), Notice of Federal Assumption (NOFA) and Notice of Violation (NOV) to the owner. IMD concluded that no further environmental threat exists. NOV pursued against vessel owner pursuant to 33 U.S.C. 1321(b)(3).

JUMP TO AGENDA

PREVENTION / RESPONSE- SAN FRANCISCO HARBOR SAFETY STATISTICS April 2025			
PORT SAFETY CATEGORIES*	Apr-2025	Apr-2024	**3yr Avg
Total Number of Port State Control Detentions:	0	0	0.03
SOLAS (0), STCW (0), MARPOL (0), ISM (0), ISPS (0)			
Total Number of COTP Orders:	0	2	2.33
Navigation Safety (0), Port Safety & Security (0), ANOA (0)			
Marine Casualties (reportable CG 2692) within SF Bay:	6	8	6.81
Allision (0), Collision (0), Fire (0), Capsize (0), Grounding (1), Sinking (0)			
Steering (0), Propulsion (3), Personnel (1), Other (0), Power (1)			
Total Number of (routine) Navigation Safety issues/Letters of Deviation:	2	1	1.61
Radar (1), Gyro (0), Steering (0), Echo Sounder (0), AIS (1)			
ARPA (0), Speed Log (0), R.C. (0), Other (0)			
Reported or Verified "Rule 9" or other Navigational Rule Violations:	1	0	0.11
Significant Waterway events/Navigation related Cases:	0	0	0.00
Total Port Safety (PS) Cases opened	9	11	10.89
MARINE POLLUTION RESPONSE			
Pollution Discharge Sources (Vessels)	Apr-2025	Apr-2024	**3yr Avg
U.S. Commercial Vessels	0	0	0.81
Foreign Freight Vessels	0	0	0.19
Public Vessels	1	0	0.92
Commercial Fishing Vessels	1	0	0.75
Recreational Vessels	4	9	7.42
Pollution Discharge Sources (Facilities)	Apr-2025	Apr-2024	**3yr Avg
Regulated Waterfront Facilities	0	0	0.33
Regulated Waterfront Facilities - Fuel Transfer	0	0	0.36
Other Land Sources	0	4	4.47
Mystery Spills - Unknown Sources	1	5	6.31
Number of Pollution Incidents (By Spill Size)	Apr-2025	Apr-2024	**3yr Avg
Spills < 10 gallons	4	17	11.03
Spills 10 - 100 gallons	0	1	1.64
Spills 100 - 1000 gallons	1	0	0.25
Spills > 1000 gallons	0	0	0.00
Spills - Unknown Size	2	0	7.64
Total Pollution Incidents	7	18	20.56
Oil Discharge/Hazardous Materials Release Volumes by Spill Size	Apr-2025	Apr-2024	**3yr Avg
Estimated spill amount from U.S. Commercial Vessels	0.00	0.00	5.60
Estimated spill amount from Foreign Freight Vessels	0.00	0.00	0.89
Estimated spill amount from Public Vessels	1.00	0.00	16.73
Estimated spill amount from Commercial Fishing Vessels	0.00	0.00	2.60
Estimated spill amount from Recreational Vessels	200.00	28.00	29.34
Estimated spill amount from Regulated Waterfront Facilities	0.00	0.00	1.70
Estimated spill amount from Regulated Waterfront Facilities - Fuel Transfer	0.00	0.00	1.65
Estimated spill amount from Other Land Sources	0.00	4.00	42.92
Estimated spill amount from Unknown Sources (Mystery Sheens)	1.00	4.00	5.14
Total Oil Discharge and/ or Hazardous Materials Release (Gallons)	202.00	36.00	106.56
Penalty Actions	Apr-2025	Apr-2024	**3yr Avg
Civil Penalty Cases	0	0	0.06
Notice of Violations	1	0	0.11
Letters of Warning	2	2	3.25
Total Penalty Actions	3	2	3.42
* NOTE: Values represent all cases within the HSC jurisdiction during the period. Significant cases are detailed in the narrative.			
** NOTE: Values represent an average month over a 36 month period for the specified category of information.			

JUMP TO AGENDA

SAN FRANCISCO BAR PILOTS

Section 237(d) Data

January 1, 2024 to December 31, 2024

Prepared by
Bruce Clarke

May 13, 2025

JUMP TO AGENDA

Table of Contents

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

JUMP TO AGENDA

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.

JUMP TO AGENDA

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.

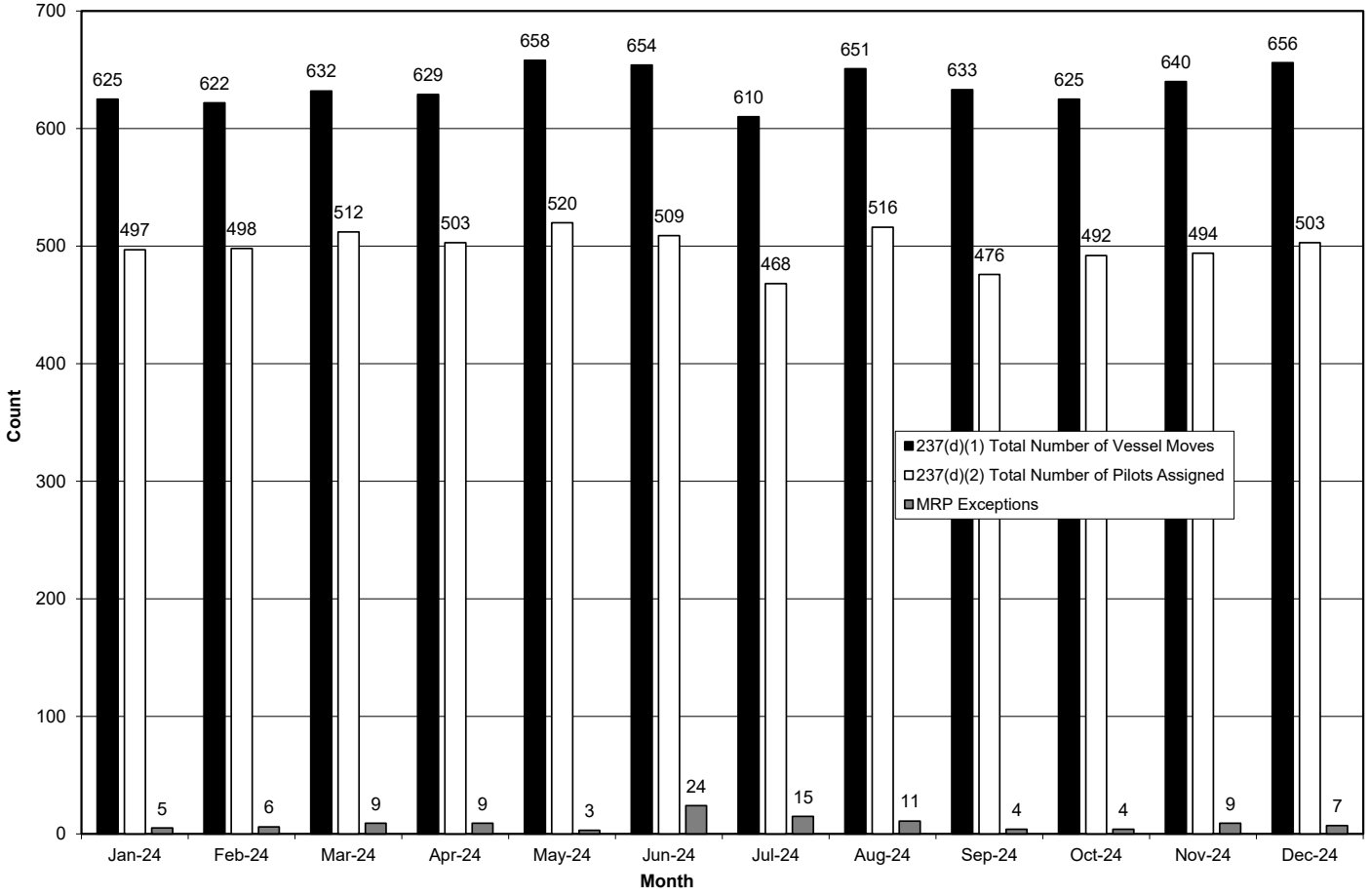
Pilots pulled from the regular rotation for multi-day pilotage jobs.
Note: Multi-day pilotage was extremely unusual when section 237(d) was written. It has since become more relevant. As such, this information is included as a supplemental.
Definition: The number and length of jobs for vessels requiring 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.

JUMP TO AGENDA

Section 237(d)(1, 2,10)

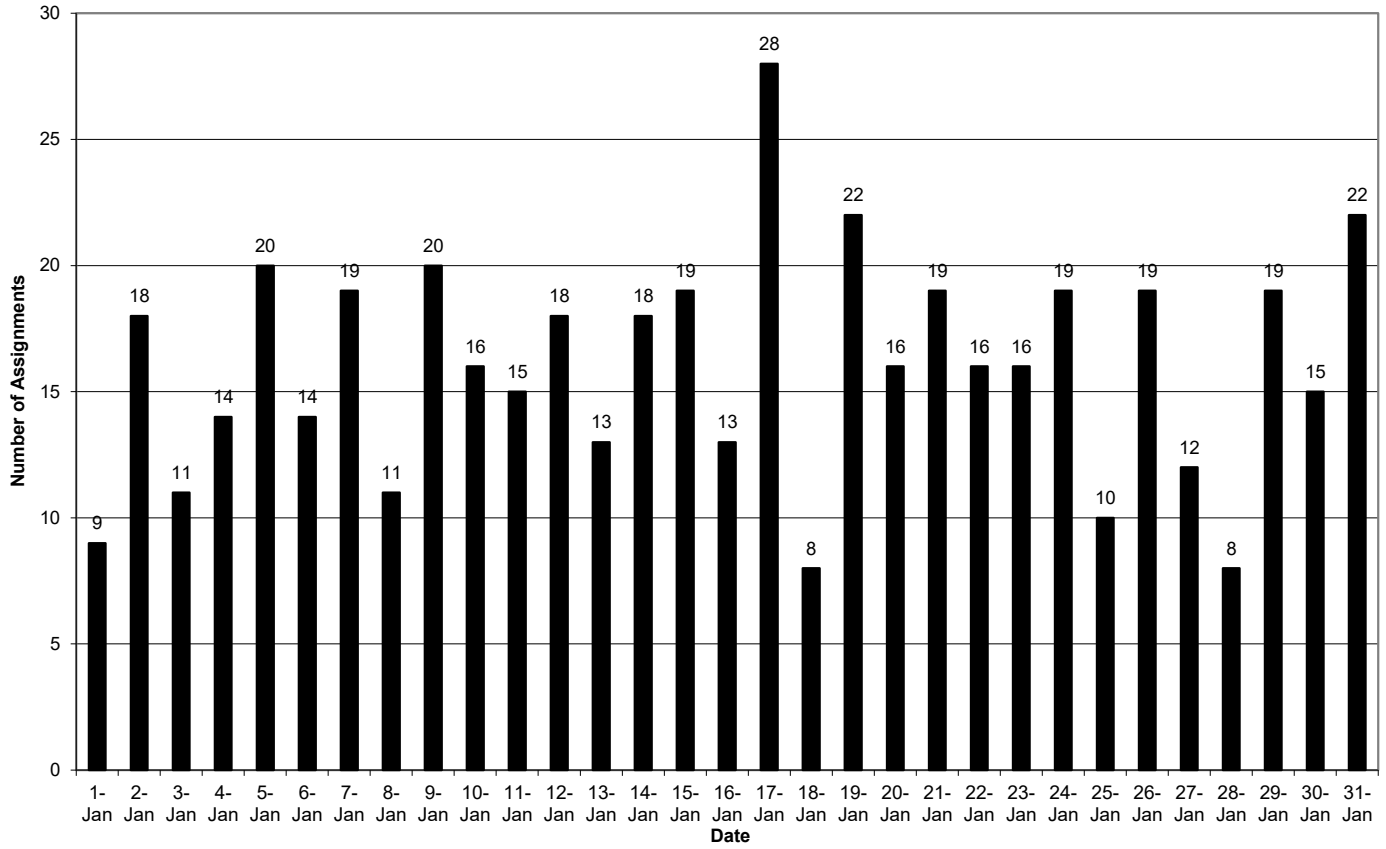
Total Number of Vessels Moved, Pilots Assigned and MRP Exceptions

January 1 to December 31, 2024



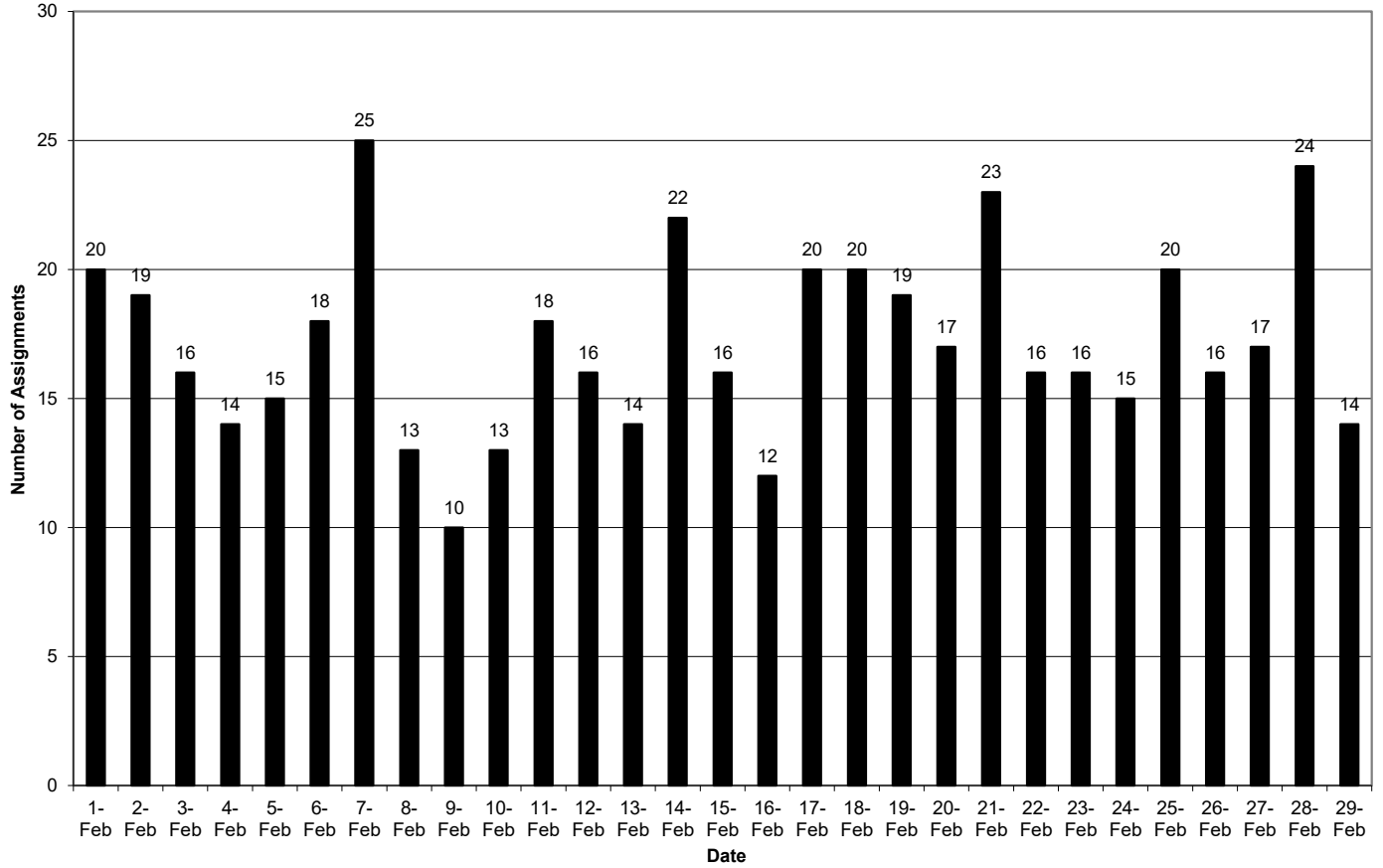
JUMP TO AGENDA

Section 237(d)(3)
Assignments Per Day
January 2024



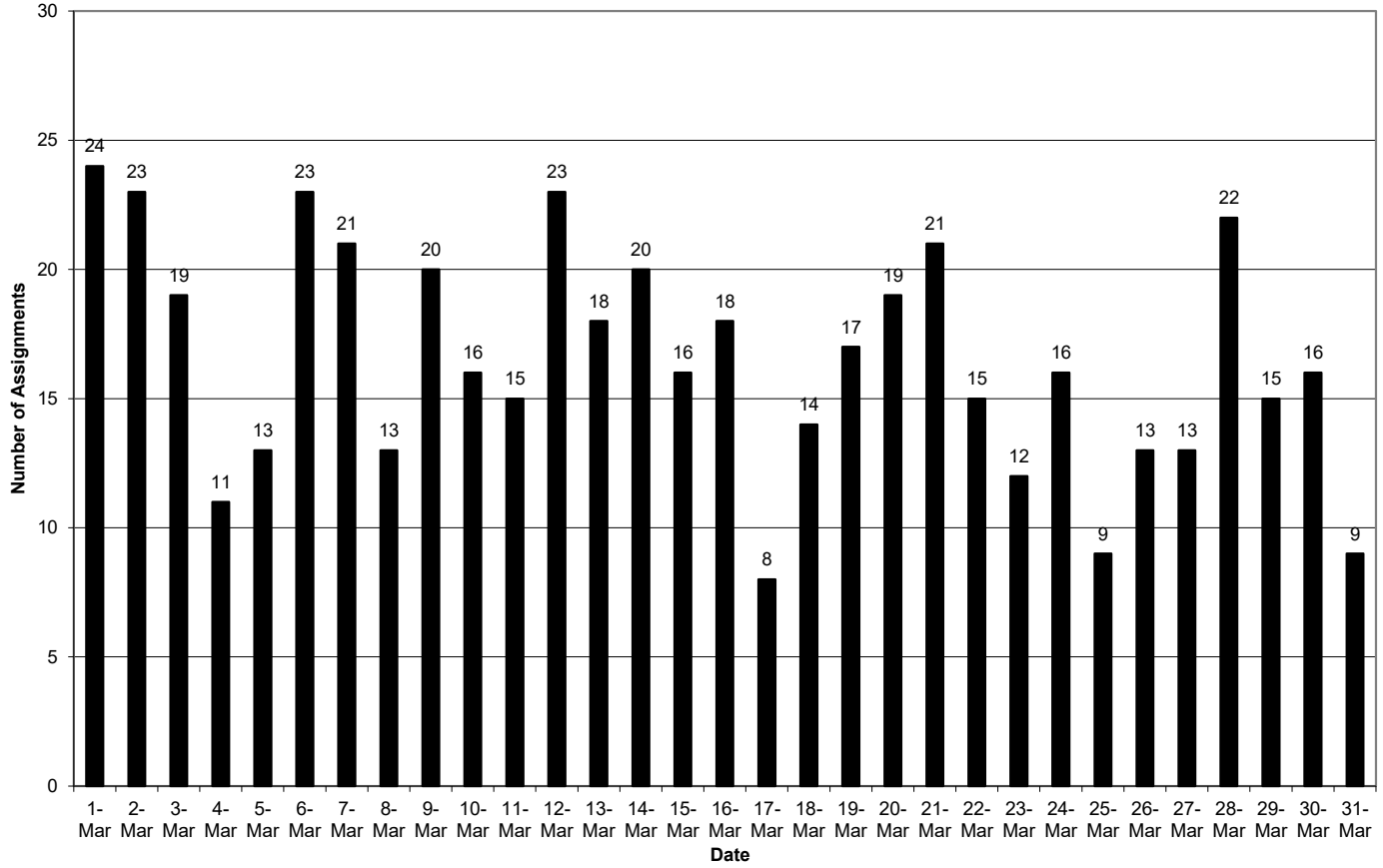
JUMP TO AGENDA

Section 237(d)(3)
Assignments Per Day
February 2024



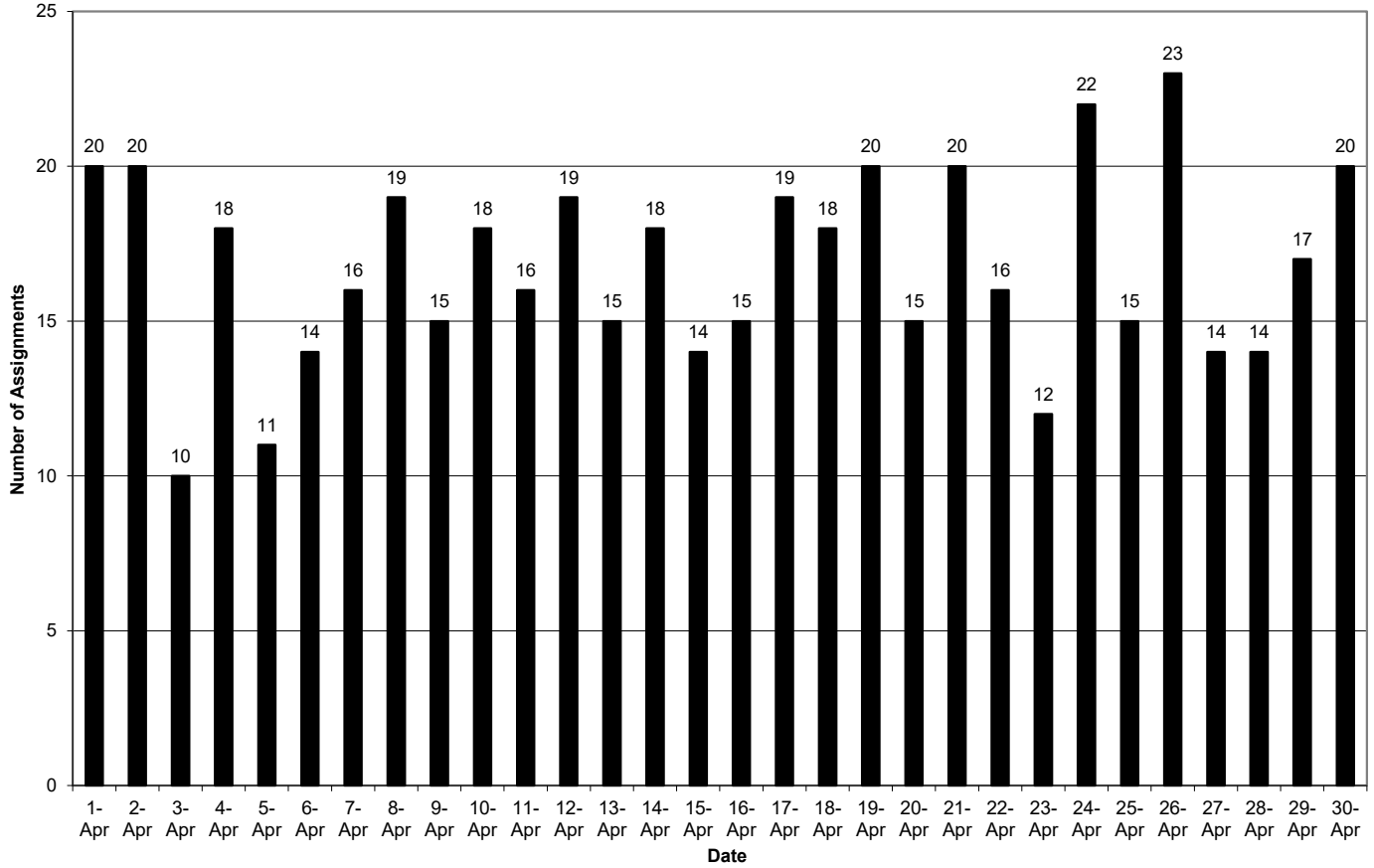
JUMP TO AGENDA

Section 237(d)(3)
Assignments Per Day
March 2024



JUMP TO AGENDA

Section 237(d)(3)
Assignments Per Day
April 2024



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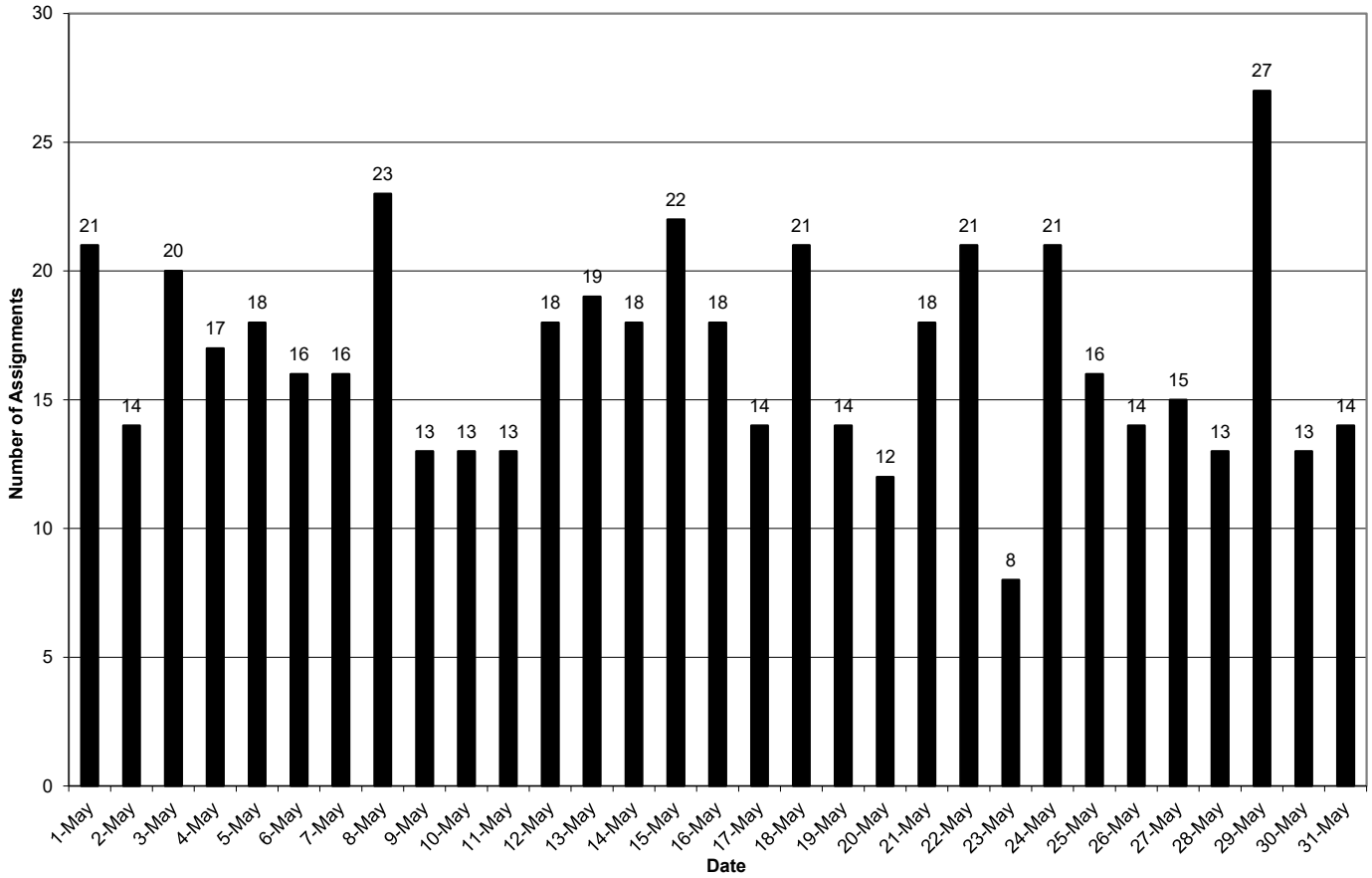
Section 237(d)(3)

Assignments Per Day

May 2024



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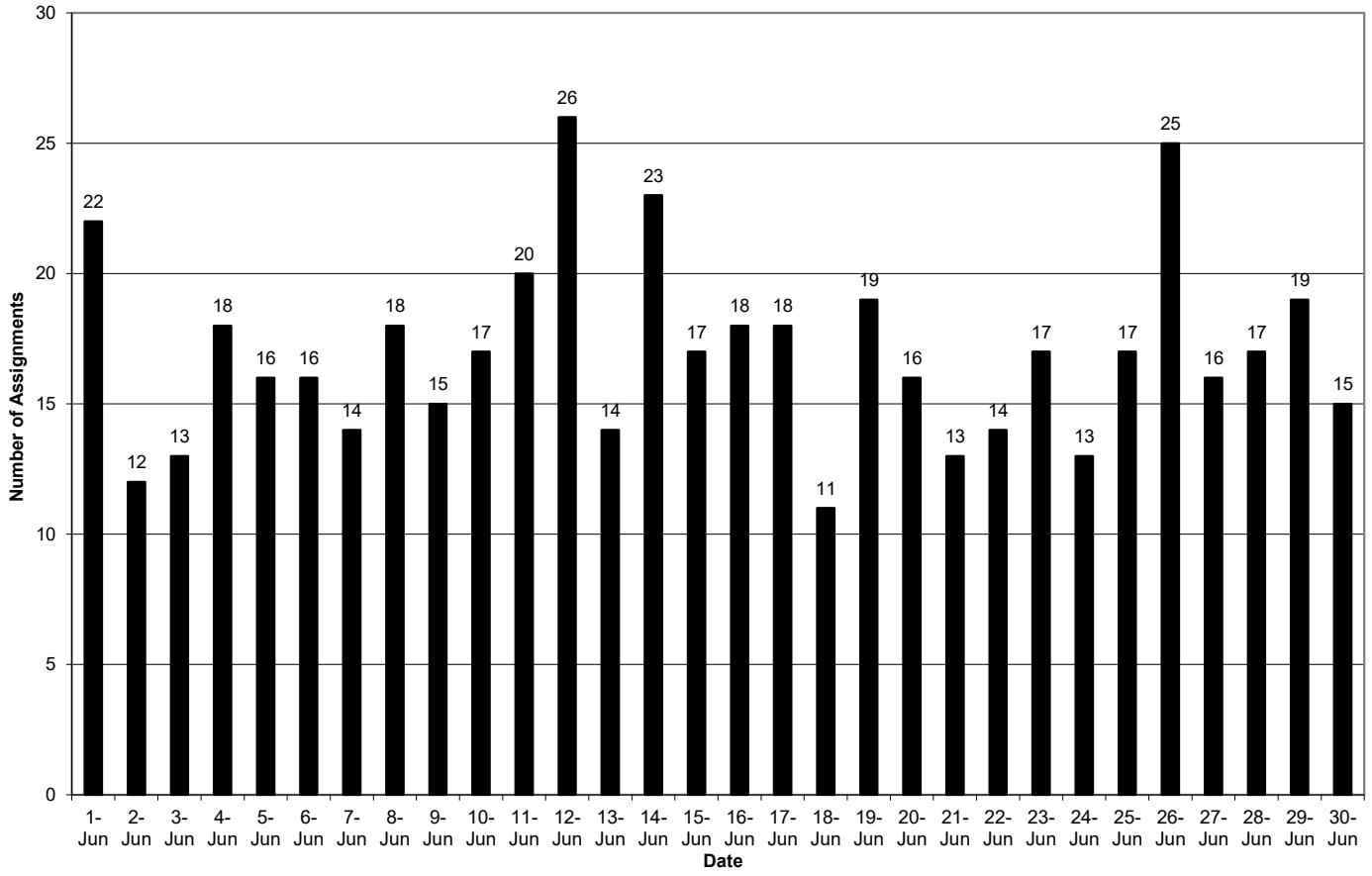
Section 237(d)(3)
Assignments Per Day
June 2024

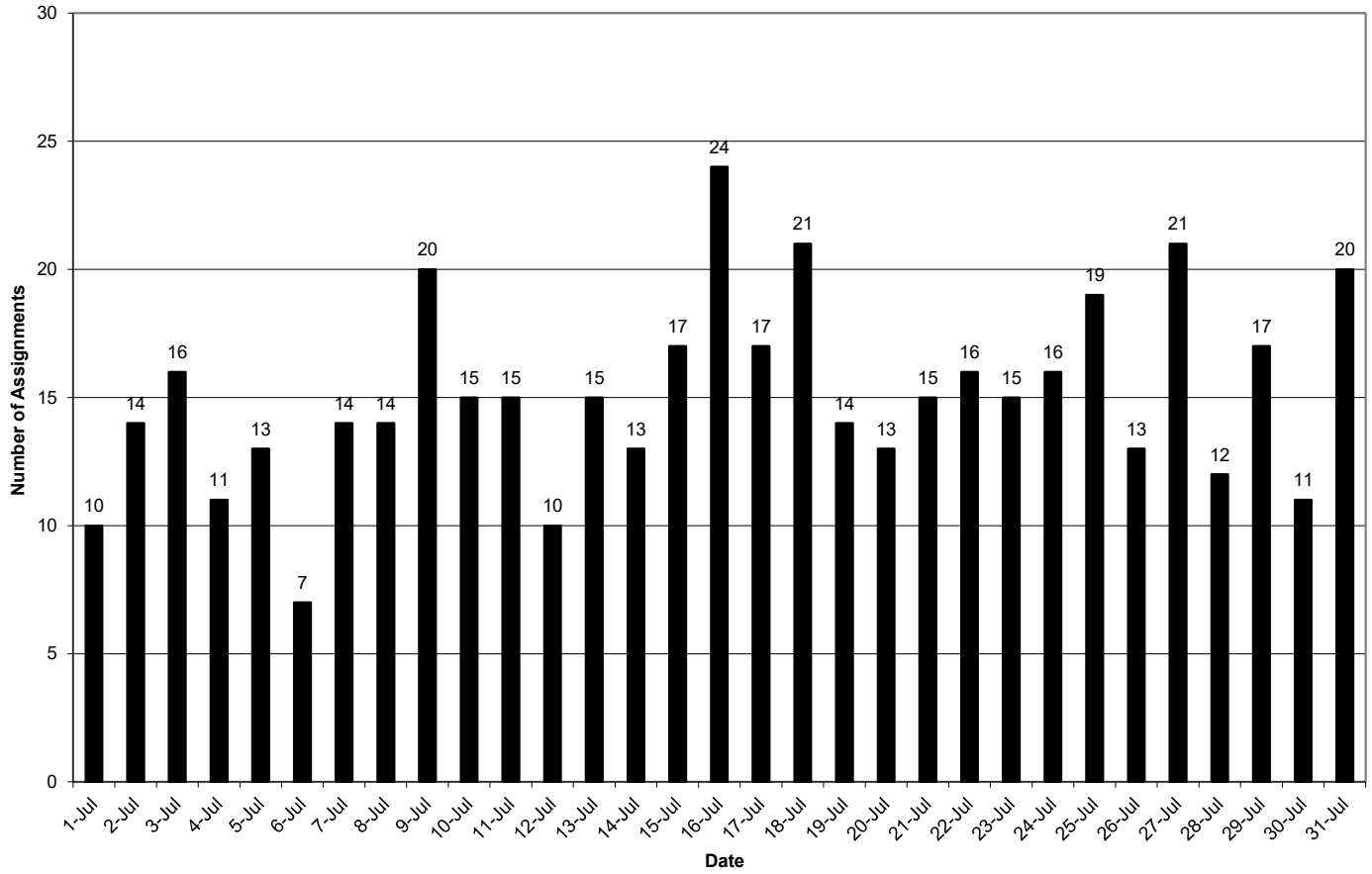


JUMP TO AGENDA

Section 237(d)(3)

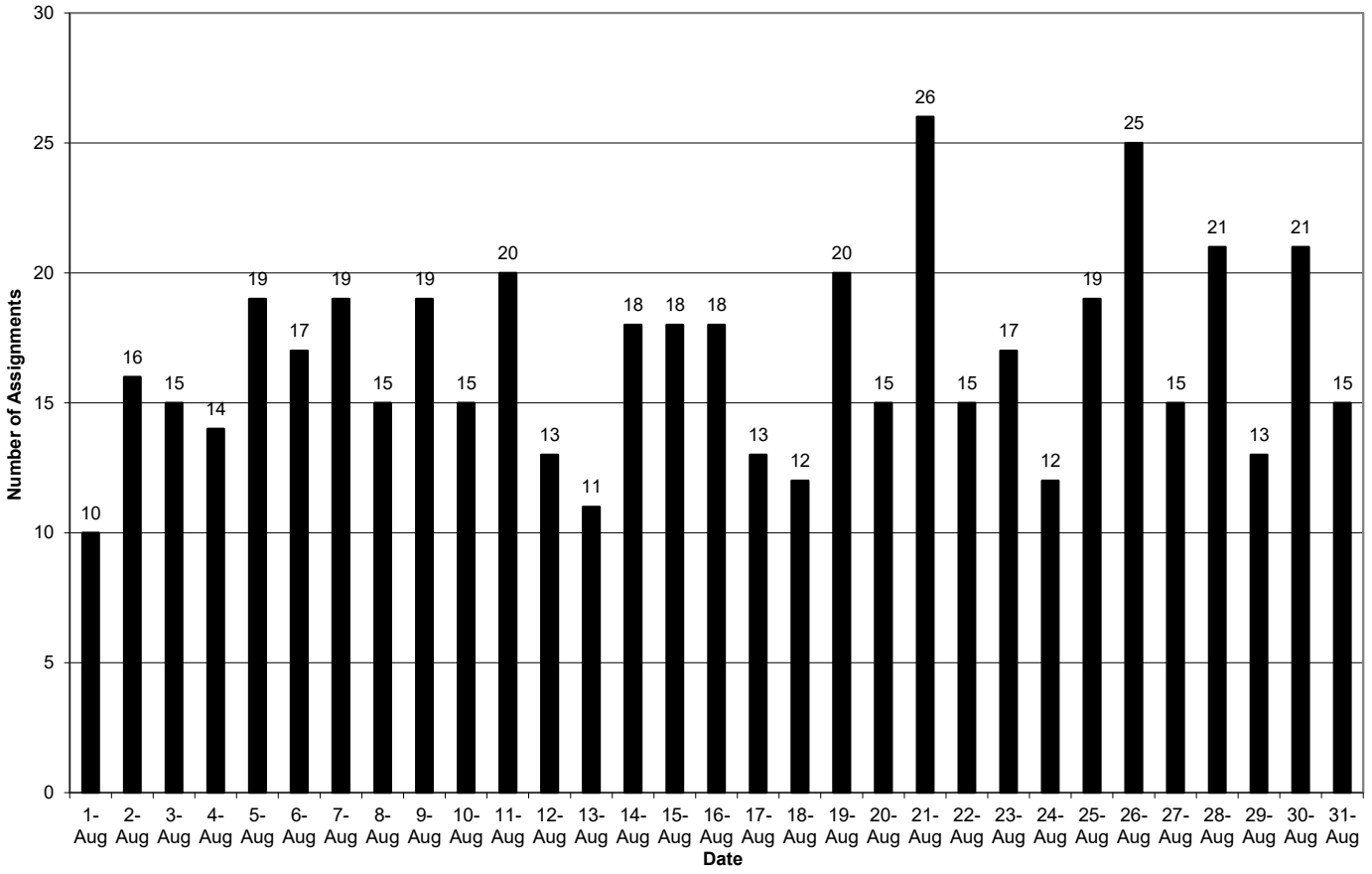
Assignments Per Day

July 2024



JUMP TO AGENDA

Section 237(d)(3)
Assignments Per Day
August 2024



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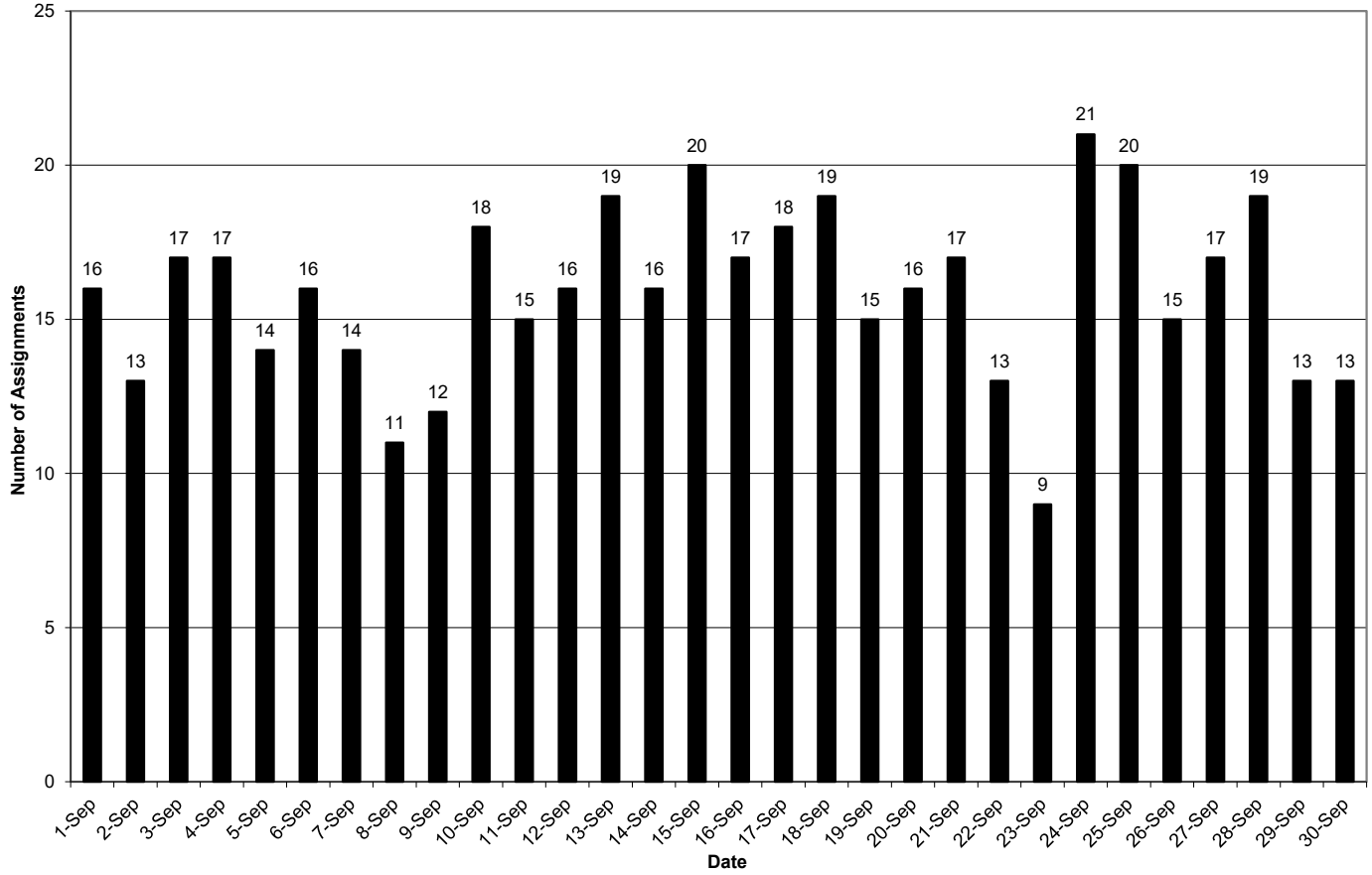
Section 237(d)(3)

Assignments Per Day

September 2024



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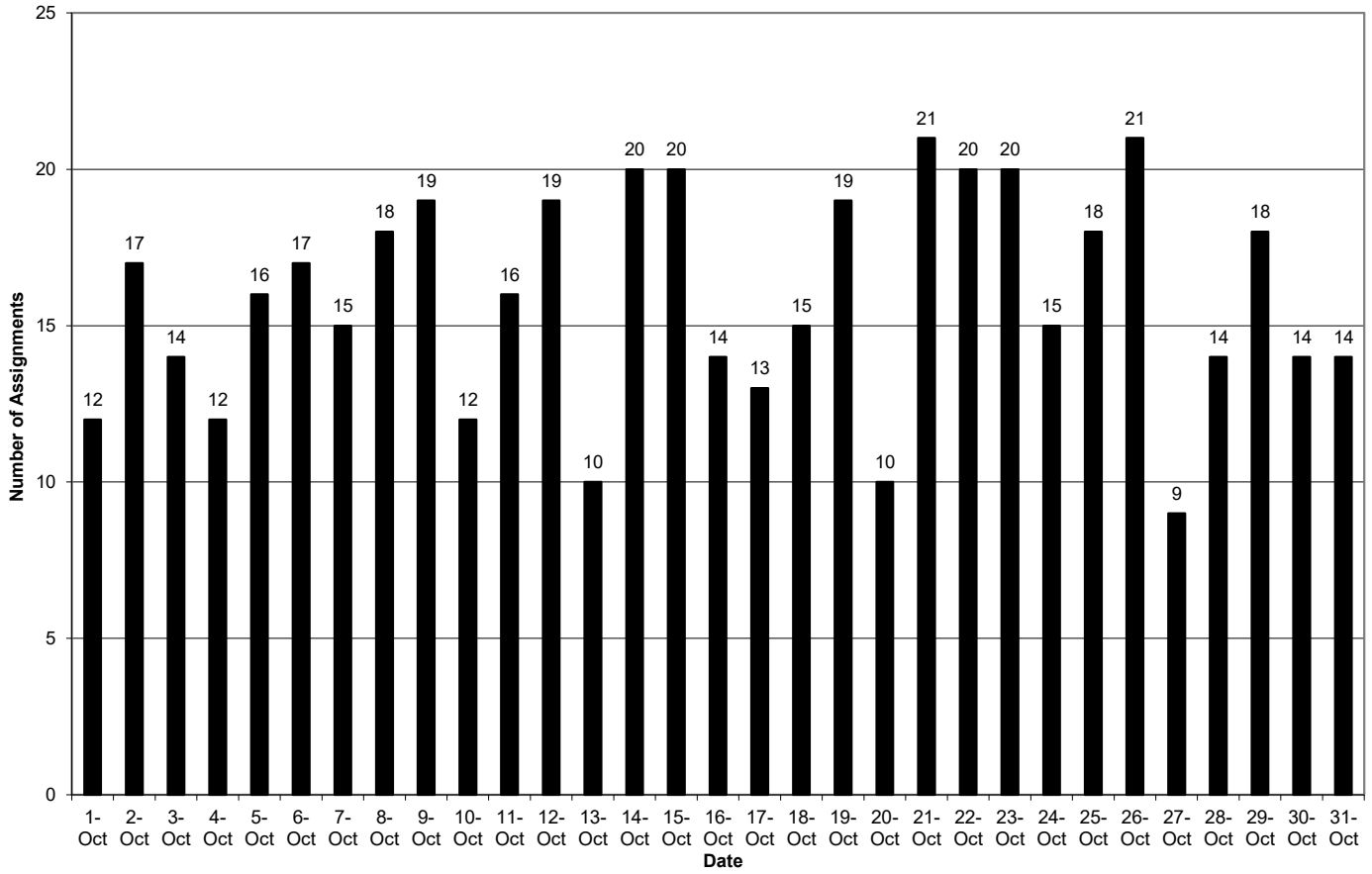
Section 237(d)(3)
Assignments Per Day
October 2024



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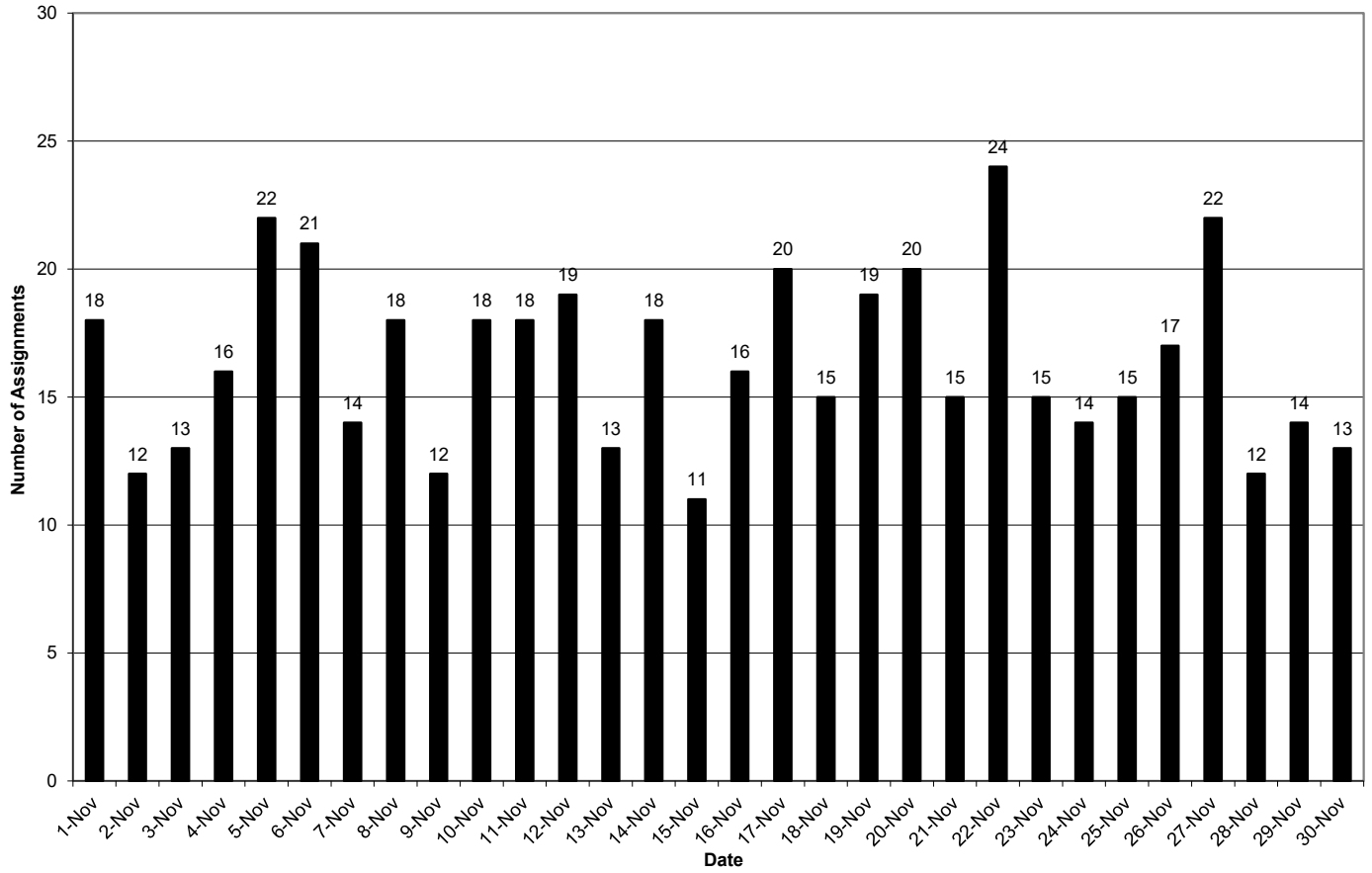
Section 237(d)(3)

Assignments Per Day

November 2024



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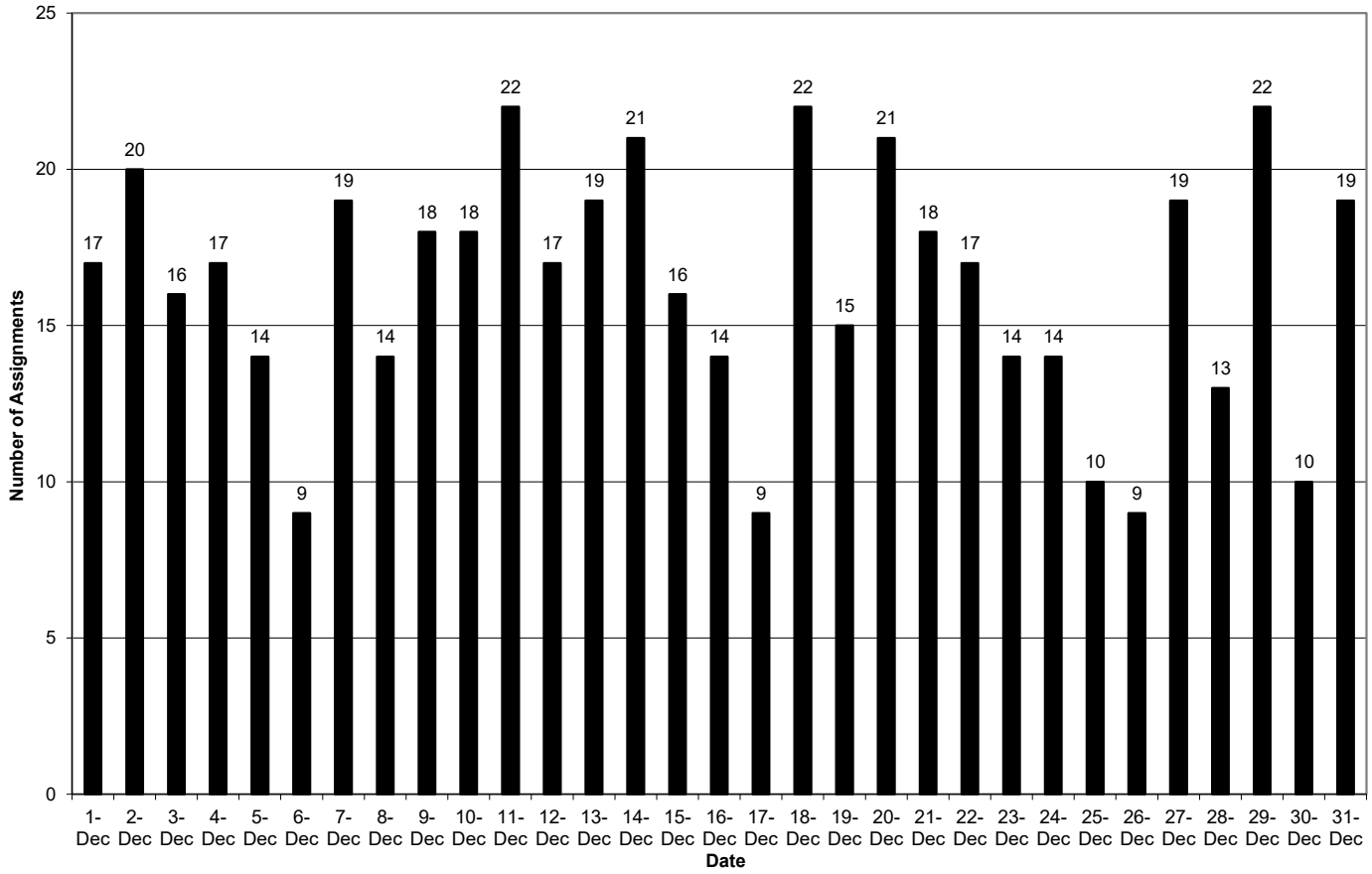
Section 237(d)(3)
Assignments Per Day
December 2024

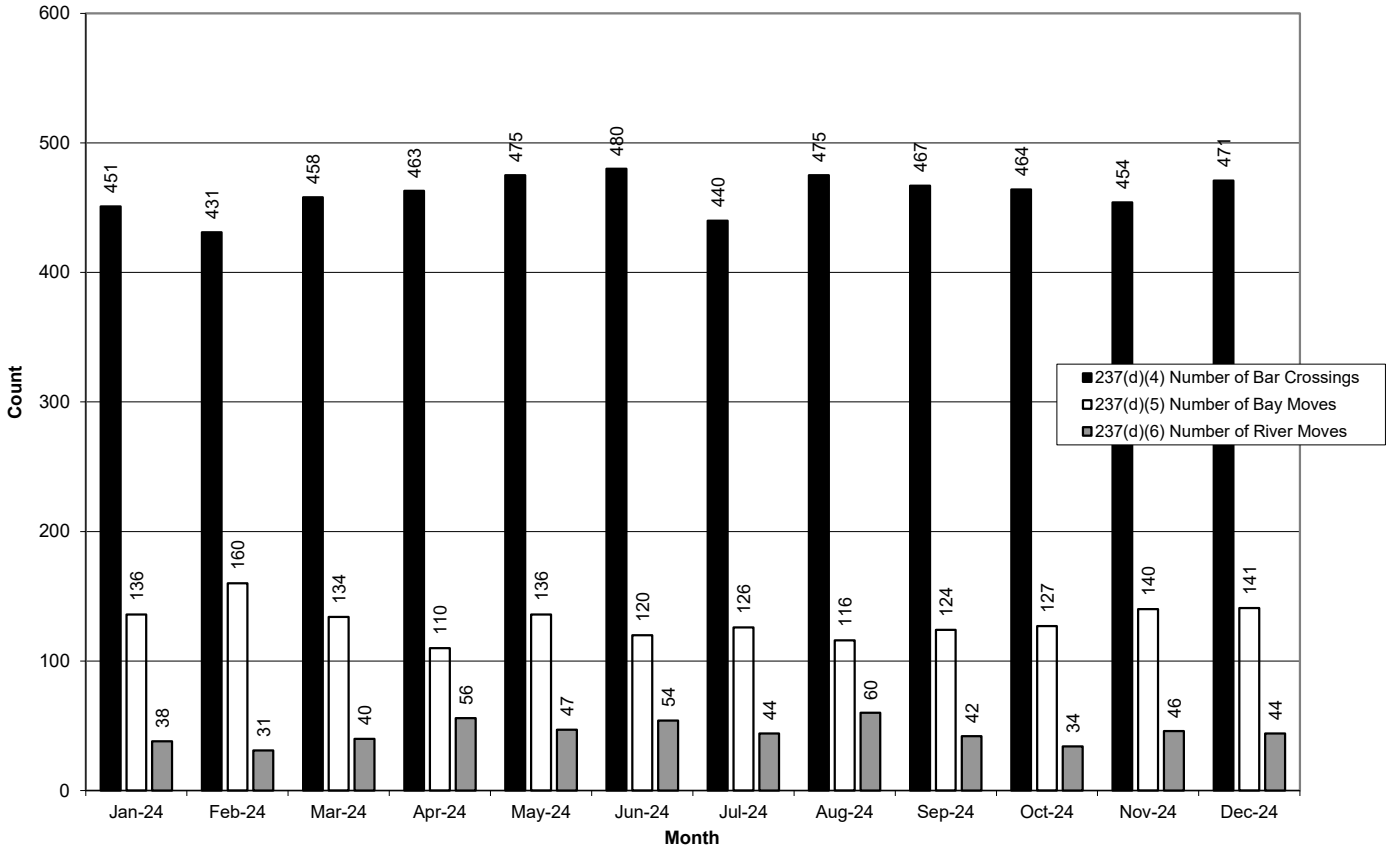


JUMP TO AGENDA

Section 237(d)(4, 5, 6)

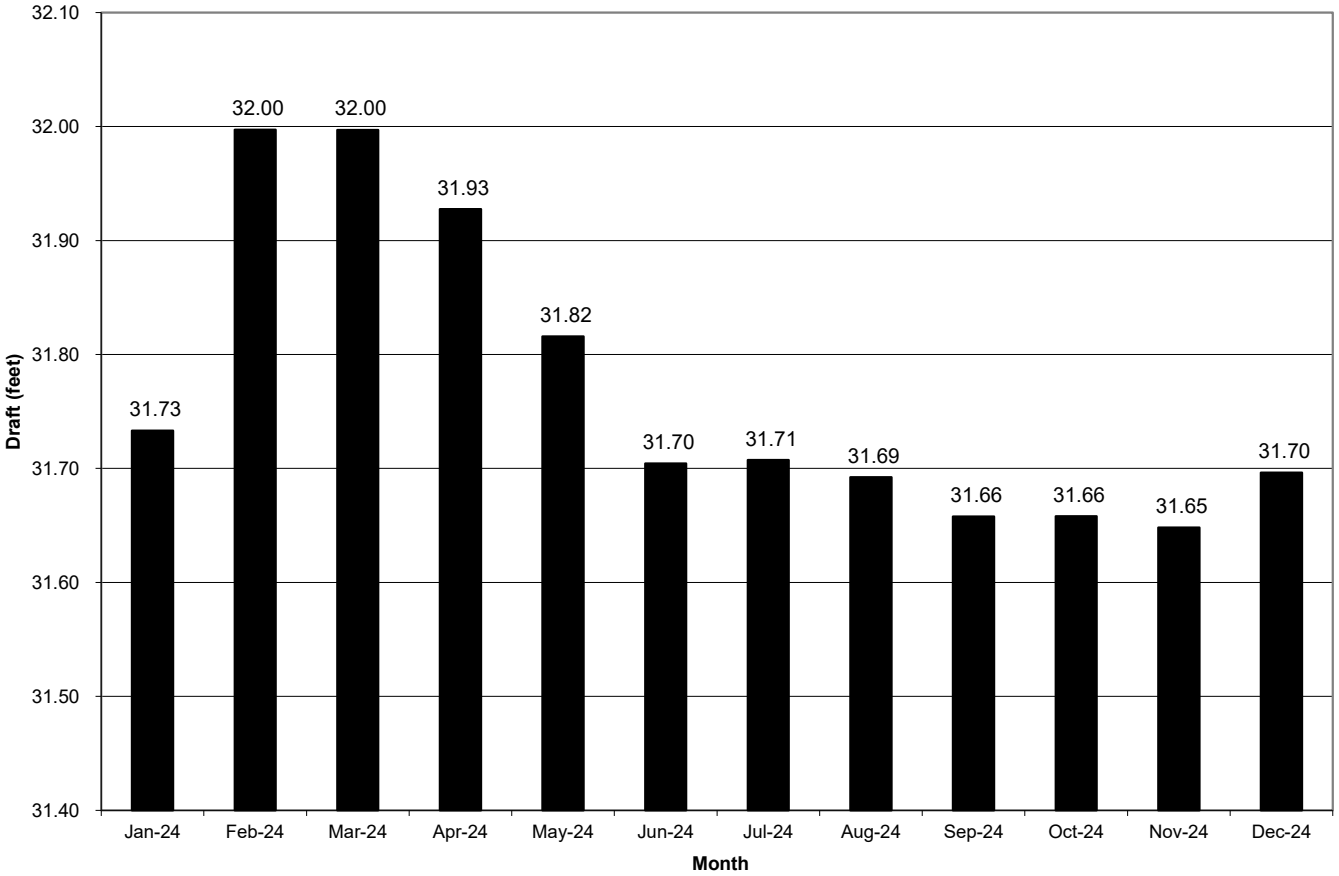
Number of Bar Crossings, Bay Moves and River Moves

January 1 to December 31, 2024



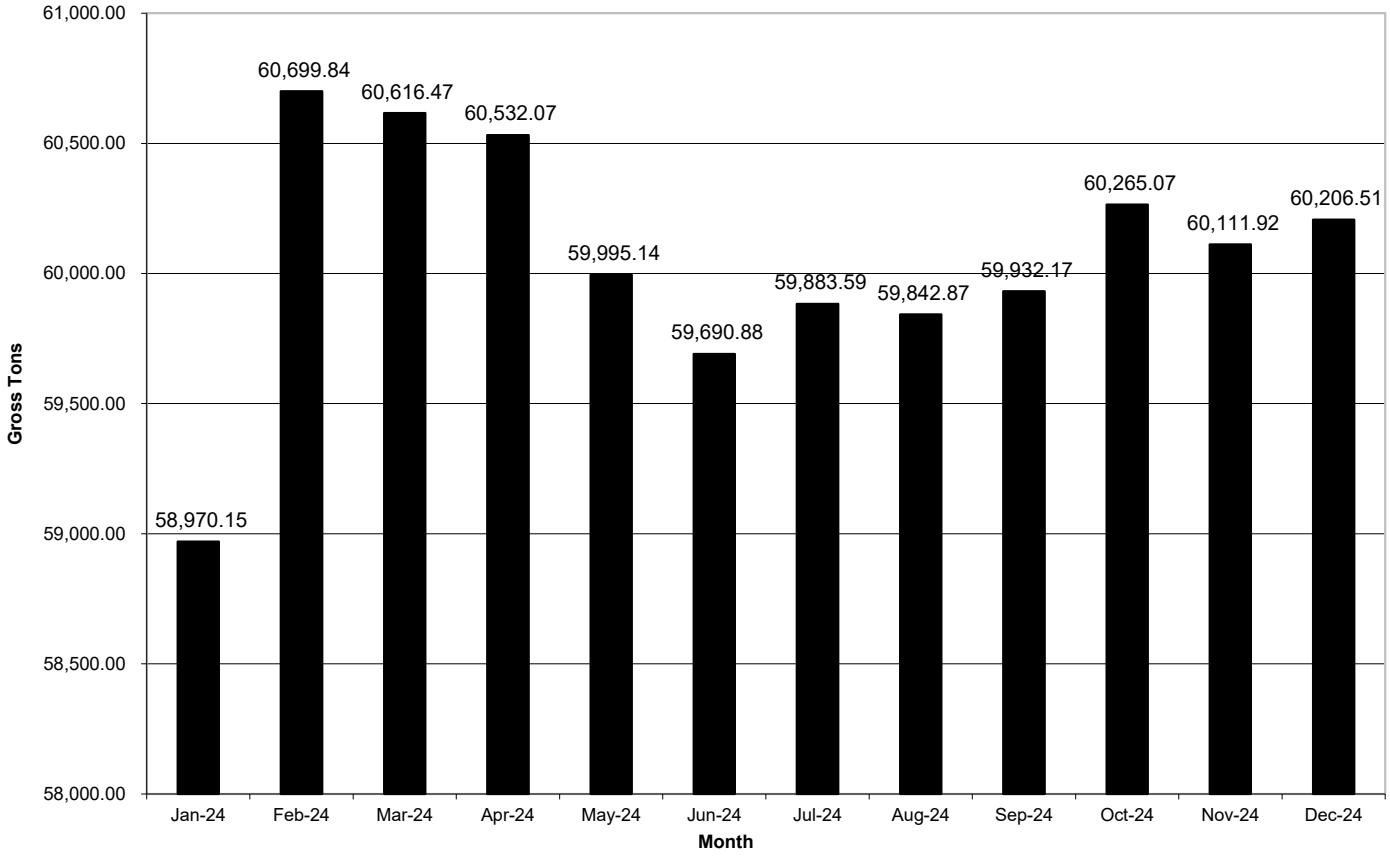
JUMP TO AGENDA

Section 237(d)(7)
Average Draft of Vessels
January 1 to December 31, 2024



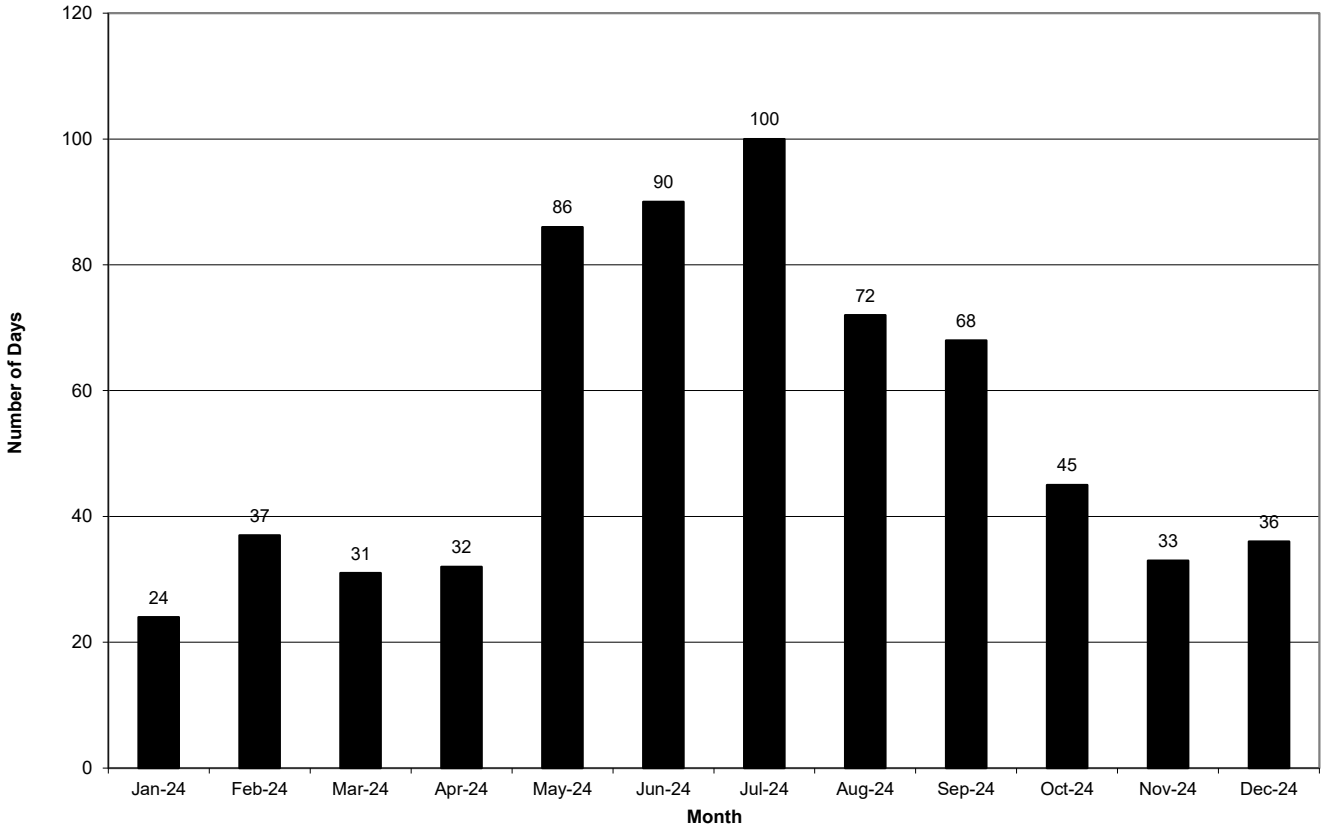
JUMP TO AGENDA

Section 237(d)(8)
Average Gross Tonnage
January 1 to December 31, 2024



JUMP TO AGENDA

Section 237(d)(9)
Number of Pilot Days Pilots Reported Sick or Injured
January 1 to December 31, 2024



JUMP TO AGENDA

Section 237(d)(10)

January 1 to June 30, 2024

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 Short (60 Auth.)	Total Pilots Pulled	Number of Pulled Pilots
01/04/24	1	10.0	14	6	6	1 Bus, 3 Comp. 2 NFFD
01/16/24	1	11.5	13	6	1	1 Comp
01/17/24	2	10.4	28	6	4	1 Bus, 3 Comp
01/20/24	1	11.0	16	6	2	2 Comp
02/04/24	1	11.8	14	6	4	2 Comp, 2 NFFD
02/07/24	1	11.8	25	6	0	
02/21/24	4	10.1	23	6	4	1 Bus, 1 Comp, 1 NFFD, 1 Other
03/01/24	1	10.2	24	6	3	2 Comp, 1 NFFD
03/06/24	2	10.8	23	6	5	1 Comp, 1 Jury, 1 NFFD, 3 Train
03/07/24	3	11.1	21	6	4	1 NFFD, 3 Train
03/12/24	1	11.3	23	6	2	1 Comp, 1 NFFD
03/13/24	2	11.3	18	6	2	1 Comp, 1 NFFD
04/18/24	1	11.5	18	8	2	2 NFFD
04/19/24	4	10.1	20	8	2	2 NFFD
04/27/24	4	10.0	14	8	2	1 Comp, 1 NFFD
05/16/24	1	11.8	18	8	4	1 Bereave, 2 Comp, 1 NFFD
05/19/24	1	11.8	14	8	4	1 Bereave, 2 Comp, 1 NFFD
05/24/24	1	11.9	21	8	4	1 Comp, 3 NFFD
06/01/24	2	10.3	22	8	3	1 Comp, 2 NFFD
06/06/24	1	11.5	16	8	3	2 Comp, 1 NFFD
06/11/24	1	11.5	20	8	4	2 Comp, 1 NFFD, 1 PA Vac
06/15/24	2	10.3	17	8	2	2 Comp
06/17/24	1	10.6	18	8	2	2 Comp
06/21/24	2	11.3	13	8	7	2 NFFD, 5 Train
06/24/24	2	10.5	13	8	8	1 Bus, 2 NFFD, 5 Train
06/25/24	1	10.4	17	8	8	1 Bus, 2 NFFD, 5 Train
06/26/24	4	10.0	25	8	8	1 Bus, 2 NFFD, 5 Train
06/27/24	3	10.2	16	8	5	2 NFFD, 3 Train
06/29/24	2	10.4	19	8	5	2 NFFD, 3 Train
06/30/24	3	10.6	15	8	5	2 NFFD, 3 Train
Total	**56**					

JUMP TO AGENDA

July 1 to December 31, 2024

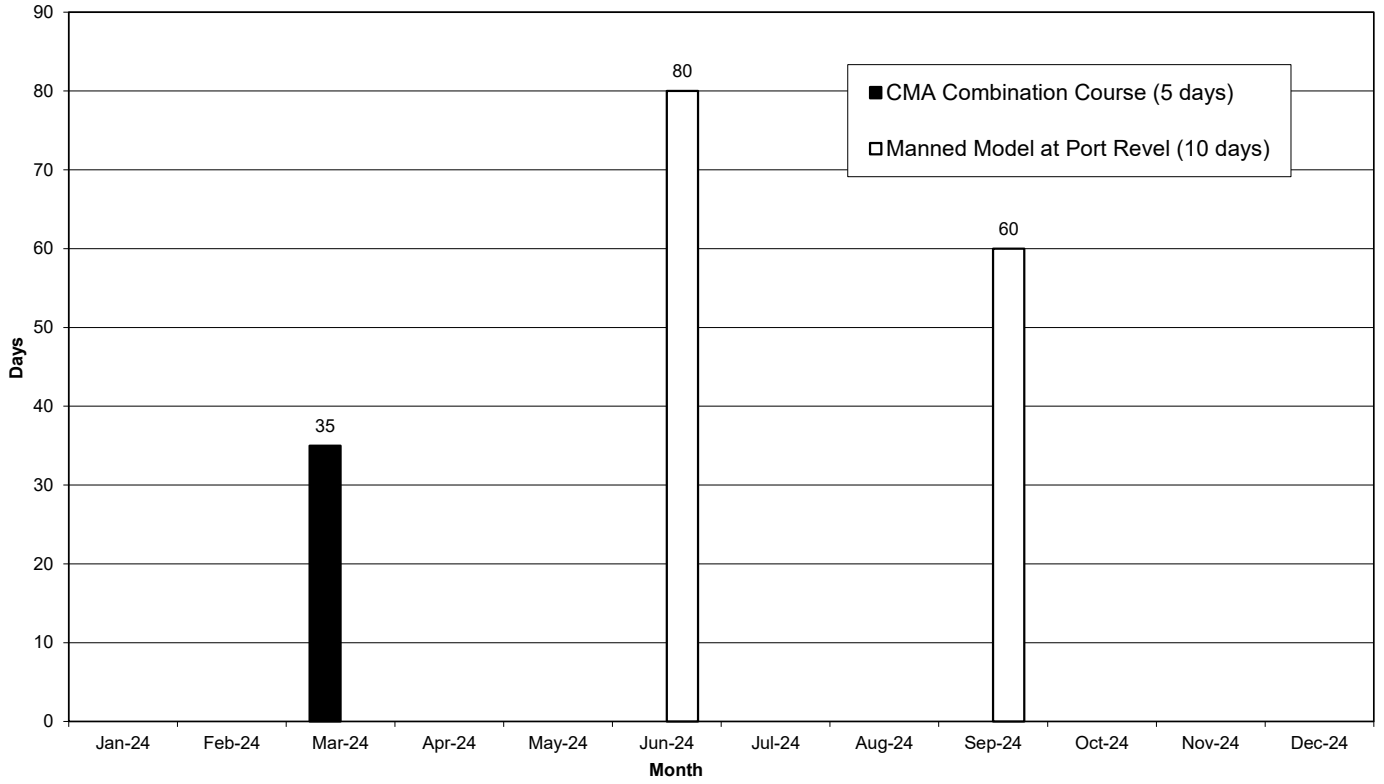
MRP Exceptions

Date	Number of Pilots	Min. Rest (hours)	Assign. That Day	Roster Short (60 Auth.)	Total Pilots Pulled	Number of Pulled Pilots
07/11/24	1	10.5	15	8	7	2 Bus, 2 Comp, 1 Family, 2 NFFD
07/16/24	8	10.0	24	8	4	1 Family, 1 Comp, 2 NFFD
07/17/24	2	10.3	17	8	4	1 Family, 1 Comp, 2 NFFD
07/21/24	1	10.2	15	8	3	2 Comp, 1NFFD
07/26/24	2	11.0	13	8	3	2 Comp, 1NFFD
07/28/24	1	11.3	12	8	3	2 Comp, 1NFFD
08/02/24	1	10.4	16	8	5	1 Bereave, 2 Comp, 1 NFFD, 1 PA Vac
08/05/24	2	11.0	19	8	5	1 Bereave, 2 Comp, 1 NFFD, 1 PA Vac
08/10/24	1	10.0	15	8	3	2 Comp, 1 NFFD
08/20/24	3	10.3	15	8	4	2 Comp, 2 NFFD
08/25/24	1	11.5	19	8	3	1 Comp, 1 NFFD, 1 Other
08/26/24	2	11.3	25	8	2	1 NFFD, 1 Other
08/28/24	1	10.6	21	8	3	1 Comp, 1 NFFD, 1 Other
09/13/24	1	11.9	19	8	5	2 NFFD, 3 Train
09/16/24	1	11.7	17	8	3	1 Comp, 2 NFFD
09/29/24	2	10.3	13	8	3	1 Comp, 2 NFFD
10/07/24	3	10.9	15	8	4	3 Comp, 1 NFFD
10/22/24	1	10.6	20	8	3	1 APA, 1 Comp, 1 NFFD
11/07/24	1	11.2	14	8	2	1 Comp, 1 NFFD
11/09/24	1	11.5	12	8	3	2 Comp, 1 NFFD
11/17/24	2	11.1	20	8	3	3 Comp
11/19/24	2	11.2	19	8	2	2 Comp
11/22/24	2	10.8	24	8	2	2 Comp
11/27/24	1	11.4	22	8	2	2 Comp
12/02/24	1	10.4	20	8	3	2 Comp, 1 NFFD
12/03/24	1	11.9	16	8	3	2 Comp, 1 NFFD
12/12/24	2	10.7	17	8	4	1 Bus, 2 Comp, 1 NFFD
12/14/24	2	11.6	21	8	3	2 Comp, 1 NFFD
12/21/24	1	11.4	18	8	4	3 Comp, 1 NFFD
Total	**50**					

2024 Total 106

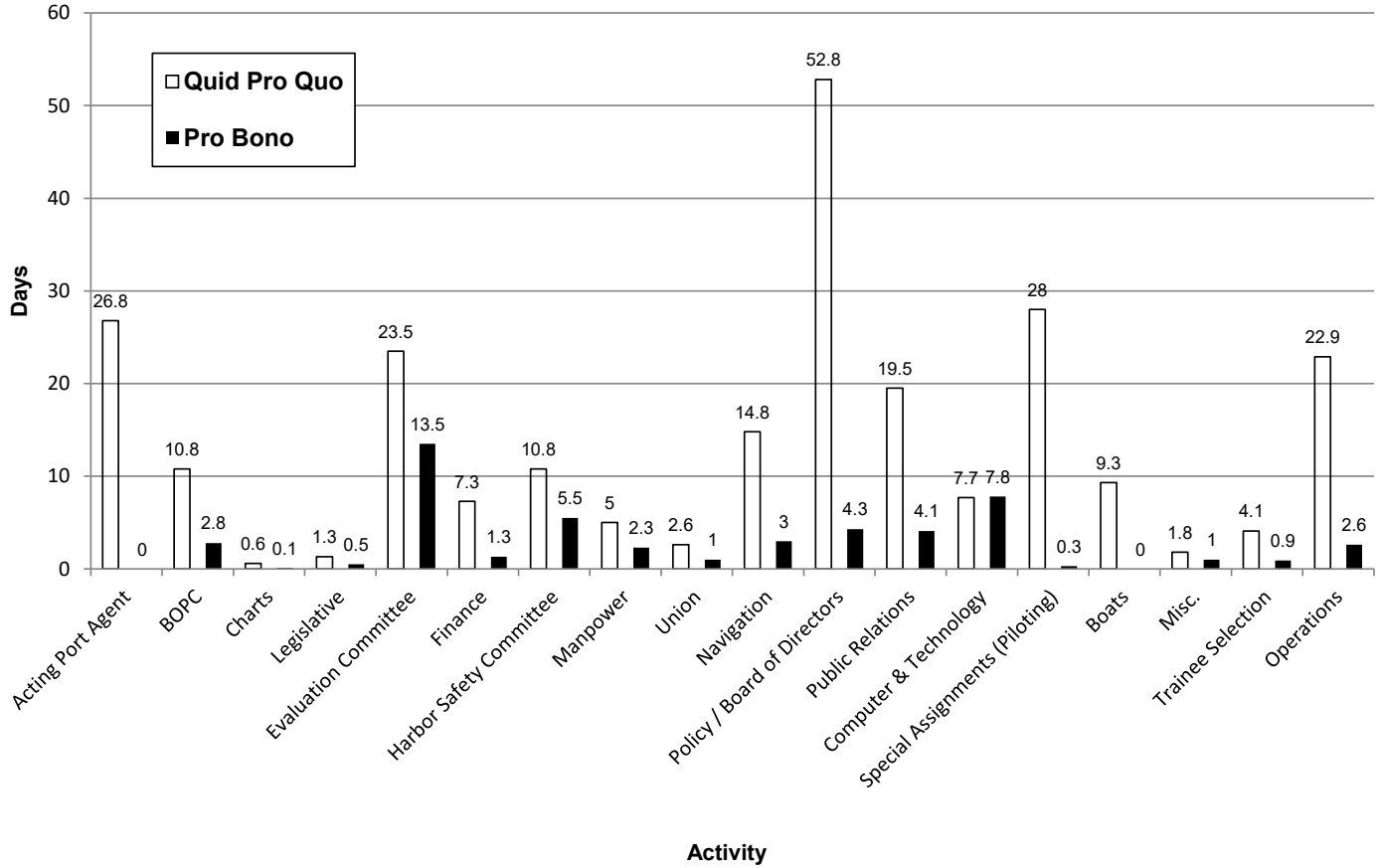
JUMP TO AGENDA

Section 237(d)(11)
Pilot Days Training
January 1 to December 31, 2024



JUMP TO AGENDA

Section 237(d)(12)
Number of Days (8 hours) Pilots Were Engaged In Administrative Duties
January 1 to December 31, 2024



JUMP TO AGENDA

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".

No.	*Pilot*	*Ship*	*From*	*To*	*Then To*	*Ride*	*BoB*	*LOJ hrs.*	*LOJ days*

JUMP TO AGENDA

Agenda Item 6A-05: California Trade Report, March 2025

California Trade Report for March 2025

Below are highlights from the recently released trade data from the US Census Bureau and US Bureau of Economic Analysis. To view additional data and analysis related to the California economy visit our website at www.centerforjobs.org/ca.

Trade through California ports and US trade in general again surged in March as shippers moved goods ahead of tariffs. In nominal terms, trade through the state's ports in the first quarter was up 14.7% compared to the same period in 2024. In real terms, goods traffic rose 12.8%. Looking at the state economy results, origin exports rose $2.2 billion (7.7%) in March compared to March 2024, while destination imports were up by $3.8 billion (10.5%).

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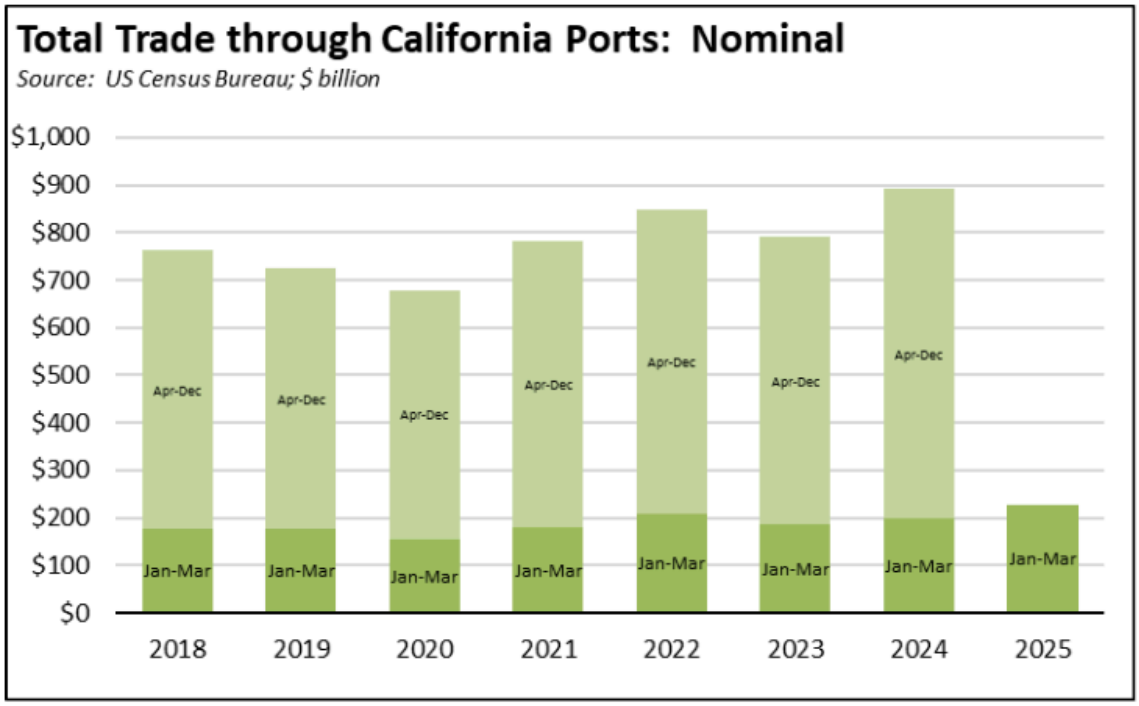

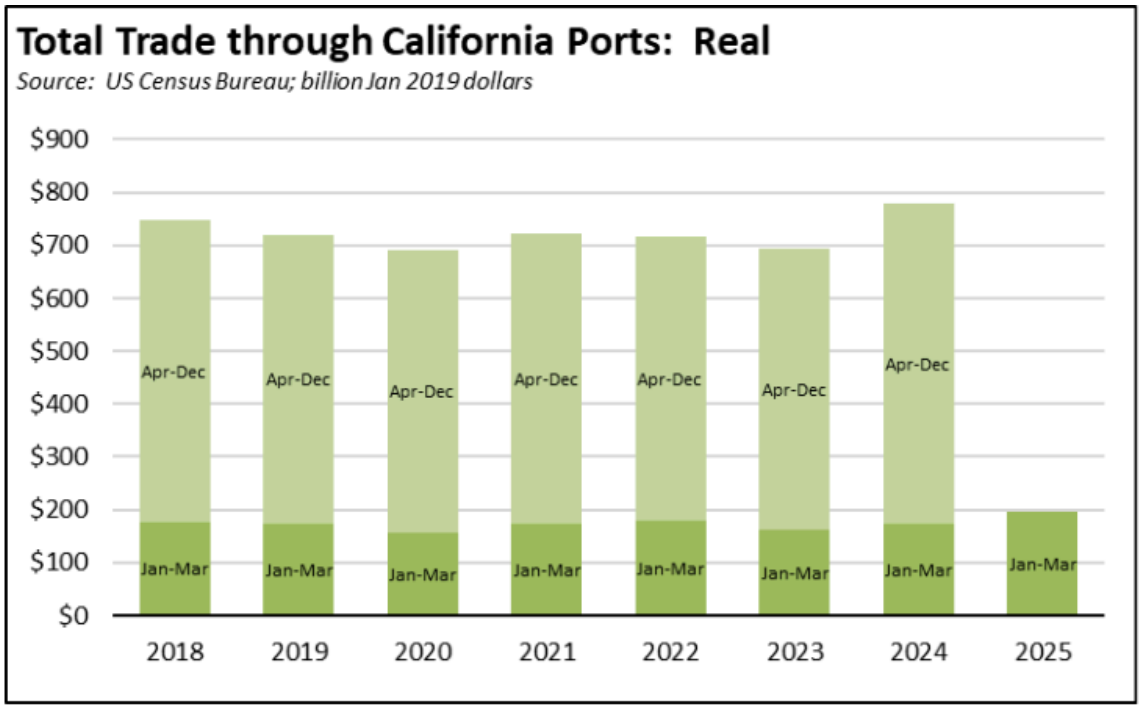

Goods prices, however, have yet to show much change. Nationally, import prices were essentially level, while export prices showed a marginal dip.

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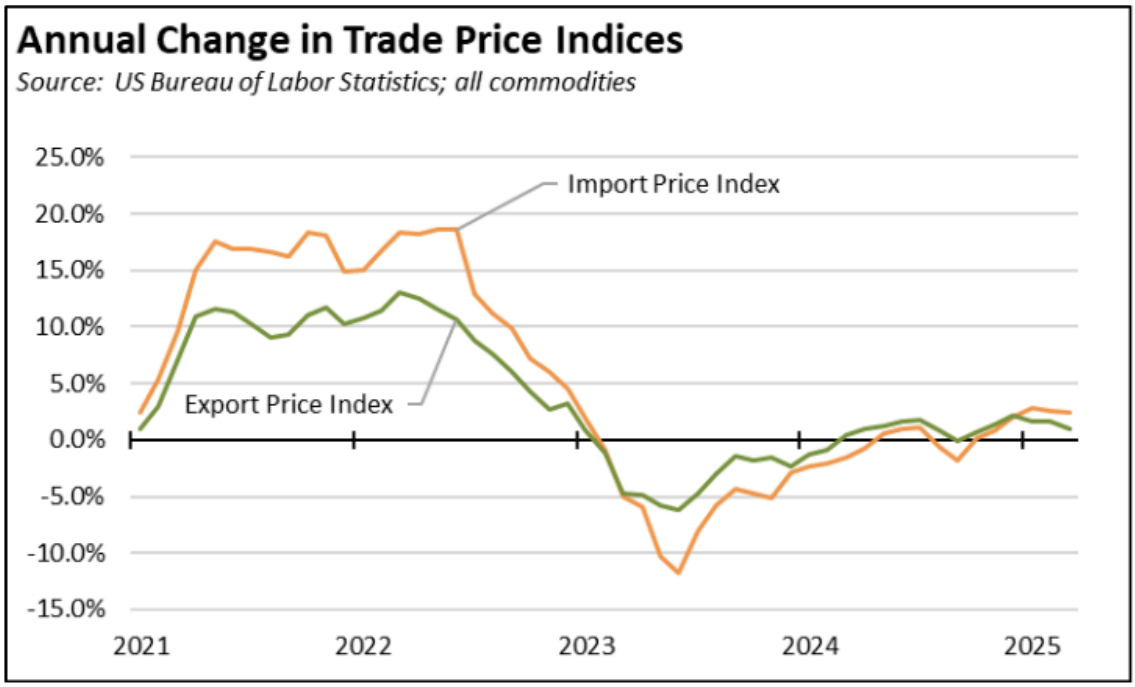

After rising rapidly during the beginning of the pandemic period, import prices have remained within a relatively stable but elevated band beginning in mid-2022. Export prices, in contrast, have been on a generally upward trend since late 2024.

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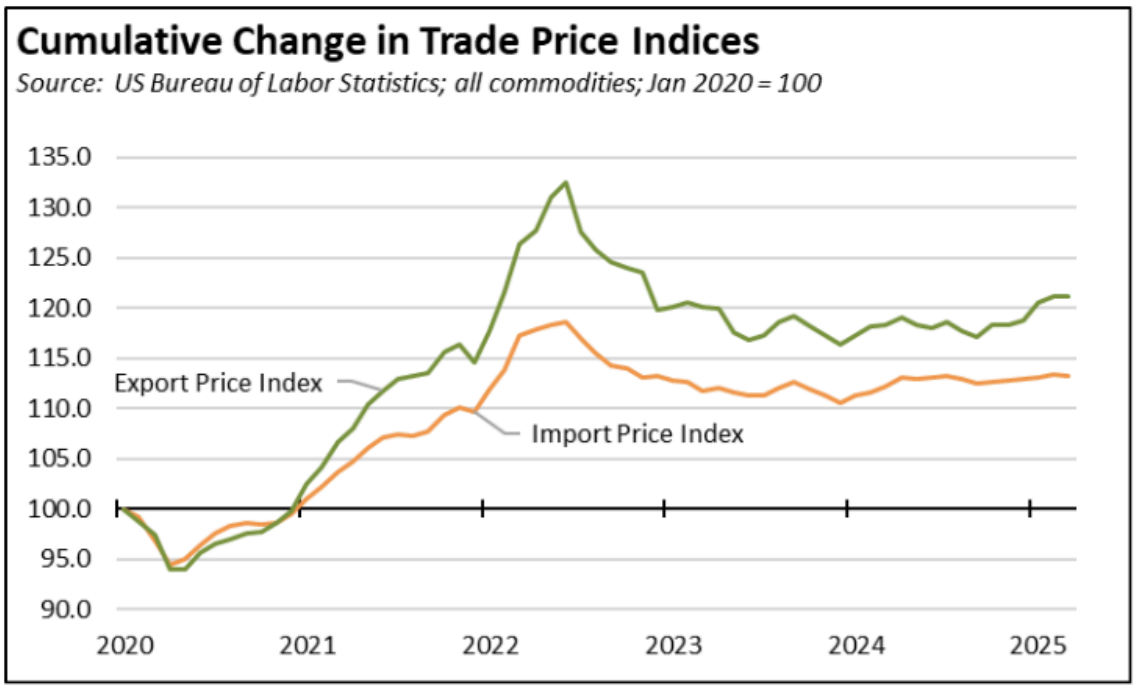

Nationally, the surge in imports ahead of tariffs pushed the US deficit to its highest level ever of $140.5 billion in March. The significance of this number can be illustrated through the effect on the GDP results in the first estimate for 2025:Q1. As indicated in the chart, the other GDP components reported fairly strong results (although Investment is also affected by an associated runup in inventories by $140 billion), coming in at the highest since the pandemic recovery in 2021:Q4. The 0.3% dip in Real GDP came solely from the effect of accelerated imports in advance of tariffs.

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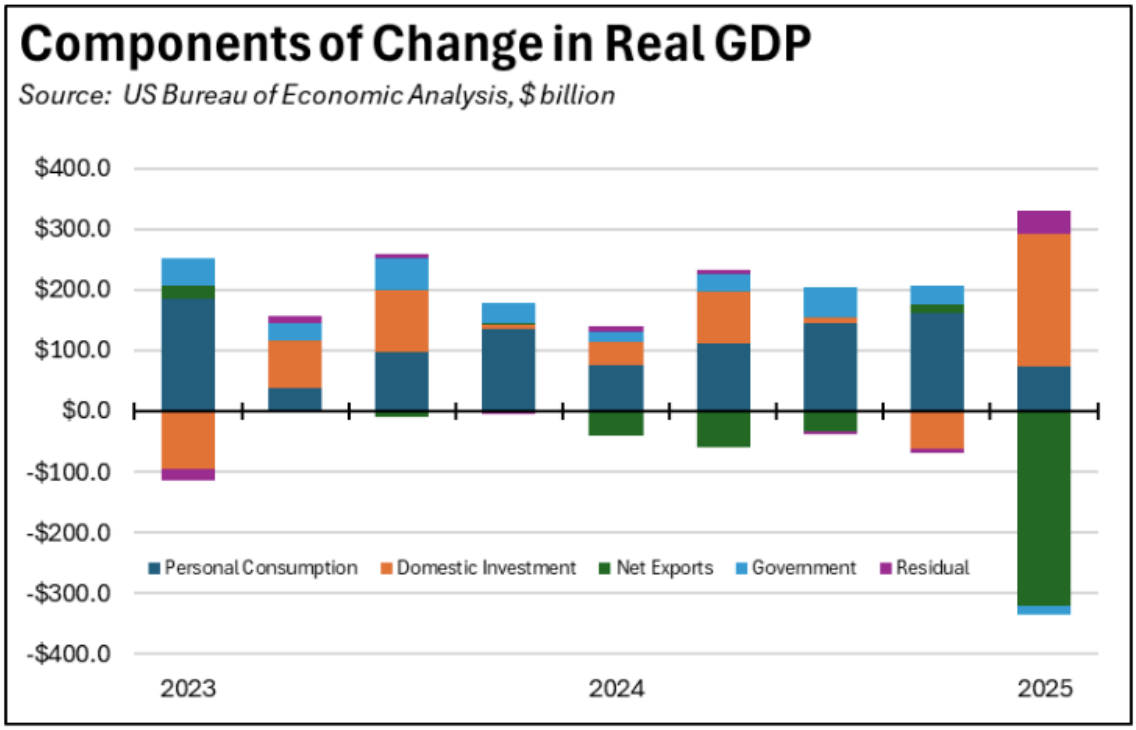

The question with tariffs then remains, what's next? After the shipping surge, indications for April and at least in the near term are that trade volumes will drop substantially. According to Vizion, total US export bookings (in TEUs) in April were up 9% due to a last-minute surge in the final week, although shipping to California's key China market was off 74%. Imports had more slowing, with Vizion showing all import bookings down 12% compared to April 2024, and China import bookings down 38% as sourcing continues to move to other countries. Indications from Port of Los Angeles Director Gene Seroka are that import bookings for the second week of May are off 35% compared to the same week in 2024.

After initially rejecting them outright, China has since agreed to trade talks, putting an agreement at least in the realm of possibility if not yet probability, likely as the result of growing unrest over manufacturing closures and pay issues as well as economic weakness that has led to increasing decisions to cease publication of the offending data.

For California businesses, the affected universe can be represented by the Top 5 markets for origin exports, which together accounted for 58% of all state imports in 2024. As indicated, the leading products sold into these markets come from a range

of the state's high tech and basic manufacturing and agriculture industries, but with China still remaining a key end point to ease the pressure of economic realities off California's recycling stream. On the flip side, World Integrated Trade Solution data indicates that 60.2% of imports (goods and services) nationally in 2022 was for intermediate inputs, capital goods, and raw materials rather than for consumer goods.

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Top 10 Commodities in Top 5 California Export Markets, 2024

Source: US Trade Online; $ billion

Mexico	
All Commodities	$33.5
Motor Vehicle Parts	$2.3
Computer Equipment	$1.7
Semiconductors & Other Electronic Components	$1.5
Electrical Equipment & Components, Nesoi	$1.5
Other General Purpose Machinery	$1.3
Navigational/measuring/medical/control Instrument	$1.3
Plastics Products	$1.2
Other Fabricated Metal Products	$1.1
Apparel	$1.1
Communications Equipment	$1.1

EU	
All Commodities	$28.0
Pharmaceuticals & Medicines	$3.5
Computer Equipment	$2.7
Fruits & Tree Nuts	$2.6
Navigational/measuring/medical/control Instrument	$2.3
Medical Equipment & Supplies	$2.2
Aerospace Products & Parts	$1.5
Communications Equipment	$1.4
Semiconductors & Other Electronic Components	$1.0
Electrical Equipment & Components, Nesoi	$1.0
Used Or Second-hand Merchandise	$0.8

Canada	
All Commodities	$18.4
Computer Equipment	$2.1
Fruits & Tree Nuts	$1.6
Vegetables & Melons	$1.1
Communications Equipment	$1.0
Motor Vehicles	$0.9
Electrical Equipment & Components, Nesoi	$0.7
Navigational/measuring/medical/control Instrument	$0.6
Foods, Nesoi	$0.5
Miscellaneous Manufactured Commodities	$0.5
Audio & Video Equipment	$0.5

China	
All Commodities	$15.1
Commercial & Service Industry Machinery	$1.5
Navigational/measuring/medical/control Instrument	$1.3
Semiconductors & Other Electronic Components	$1.2
Pharmaceuticals & Medicines	$0.8
Fruits & Tree Nuts	$0.8
Waste & Scrap	$0.8
Industrial Machinery	$0.8
Computer Equipment	$0.6
Motor Vehicles	$0.6
Medical Equipment & Supplies	$0.6

Japan	
All Commodities	$10.9
Aerospace Products & Parts	$1.6
Navigational/measuring/medical/control Instrument	$0.9
Industrial Machinery	$0.8
Pharmaceuticals & Medicines	$0.8
Fruits & Tree Nuts	$0.5
Medical Equipment & Supplies	$0.4
Communications Equipment	$0.4
Commercial & Service Industry Machinery	$0.4
Semiconductors & Other Electronic Components	$0.3
Grain & Oilseed Milling Products	$0.3

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Share of Goods through US Ports

16.6%

CA Share of Total Trade Through US Ports

The share of total US goods trade (exports and imports) through California ports edged down to 16.62% (12 month moving average; compared to 16.73% in February 2025 and 15.74% in March 2024).

California remained the #2 state, behind Texas which had a 19.49% share (compared to 19.65% in Feb 2025 and 20.12% in Mar 2024). Trade through the Atlantic port states was at 29.85% (compared to 29.65% in Feb 2025 and 29.97% in Mar 2024). These trade flows form the trade-related base for one of California's largest centers of middle-class, blue-collar jobs. Transportation & Warehousing alone provided 771,100 jobs in March 2025, compared to 758,100 in March 2024.

California Goods Exports

$1.2

Billion Change in Exports

Total California origin goods exports rose $1.2 billion from March 2024 (up 7.7%). California remained in 2nd place with 8.97% of all US goods exports (12 month moving total), behind Texas at 21.99%.

JUMP TO AGENDA

California Goods Imports

$3.8

Billion Change in Imports

Total California destination goods imports grew $3.8 billion from March 2024 (up 10.5%).

Top 20 Exports, March 2025

Top 20 exports by value are shown below, along with the change from Mar 2024.

NAICS Commodity	Mar 2025 Exports ($b.)	Change from Mar 2024
Computer Equipment	$1.60	13.00%
Fruits & Tree Nuts	1.1	4.30%
Navigational/measuring/medical/control Instrument	1	0.80%
Aerospace Products & Parts	0.9	43.10%
Pharmaceuticals & Medicines	0.9	17.30%
Semiconductors & Other Electronic Components	0.7	-10.80%
Communications Equipment	0.6	-12.20%
Electrical Equipment & Components, Nesoi	0.6	7.90%
Medical Equipment & Supplies	0.6	-6.90%
Petroleum & Coal Products	0.6	28.90%
Miscellaneous Manufactured Commodities	0.5	13.80%
Commercial & Service Industry Machinery	0.5	16.90%
Industrial Machinery	0.5	-12.10%
Other General Purpose Machinery	0.4	33.30%
Used Or Second-hand Merchandise	0.4	50.20%
Waste & Scrap	0.4	-11.00%
Motor Vehicle Parts	0.3	57.50%
Other Fabricated Metal Products	0.3	12.90%
Electrical Equipment	0.3	23.60%
Foods, Nesoi	0.2	6.40%

Top 10 Export Markets, March 2025

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	Mar 2025 Exports ($b.)	Change from Mar 2024
Mexico	$3.20	22.70%
Canada	1.8	8.10%
Taiwan	1	28.10%
Japan	1	4.30%
China	1	-27.90%
Korea, South	0.8	-4.70%
Netherlands	0.7	-1.70%
United Kingdom	0.6	49.90%
Germany	0.5	-12.00%
Singapore	0.4	-1.70%

The California Center for Jobs and the Economy provides an objective and definitive source of information pertaining to job creation and economic trends in California.

www.centerforjobs.org/ca

Contact
1301 I Street
Sacramento, CA 95814
916.553.4093

JUMP TO AGENDA

Agenda Item 6C: Monthly Surcharges

From: Garfinkle, Allen@BOPC
To: Jeff Ho; Anne McIntyre ([redacted])
Cc: Wong, Alethea@BOPC; Millspaugh, Matthew@BOPC; Lai, Chunping@CHP; Muniz, Clara@CHP; Lukban, Josephine@CHP
Subject: FW: Apr 2025 BOPC Monthly Surcharges
Date: Friday, May 2, 2025 10:24:49 AM
Attachments: Outlook-gydkgwik.png
SUMMARY_CASH_2025-04-30_05012025-143330.pdf
04_Apr"25 BOPC MONTHLY SURCHARGE REVENUES.pdf

Good day Jeff,

I approve the wire transfer of the April surcharges in the amount of $1,054,500.61.

Respectfully,

Allen G.

Allen Garfinkle
Executive Director
Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun
660 Davis Street, San Francisco, California 94111
[redacted]
Phone: 415-397-2253
Fax: [redacted]

From: Jeff Ho <[redacted]>
Sent: Thursday, May 1, 2025 3:16 PM
To: Garfinkle, Allen@BOPC <[redacted]>; BOPC Board of Pilot Commissioners <bopc@bopc.ca.gov>; Millspaugh, Matthew@BOPC <[redacted]>
Cc: Anne McIntyre <[redacted]>
Subject: Apr 2025 BOPC Monthly Surcharges

EXTERNAL EMAIL. Links/attachments may not be safe.

Hi Allen,

Please review and approve.

Thank you!

Jeff

Jeffrey Ho

Interim Controller

JUMP TO AGENDA

San Francisco Bar Pilots

Pier 9 East End

San Francisco, CA 94111

Phone: [redacted]

Mobile: [redacted]

Email: [redacted]

JUMP TO AGENDA

SAN FRANCISCO BAR PILOTS ASSOCIATION
Pier 9 East End
San Francisco, CA 94111

May 1, 2024

Re: Monthly Pilot Accounts for April 2025; H&N 1136(b) and Civil Code 2015.5

Dear Executive Director Garfinkle:

I intend to wire funds to the Board of Pilot Commissioners representing Board surcharges collected for the Month of April 2025, in the amount of $1,054,500.61 comprising the following surcharge amounts:

- Pilot Commission Fees (4172500001) $ 248,629.52
- Pilot Training Surcharge (4172500002) $ 33,499.04
- Trainee Surcharge (4172500003) $ 89,227.42
- Pilot Boat Surcharge (4172500005) $ 683,144.63

I certify under penalty of perjury under the laws of the State of California that the foregoing accounts of all monies or other compensation received by the San Francisco Bar Pilots Association as a result of pilotage services, and all surcharges received by the San Francisco Bar Pilots Association pursuant to the mandates of the California Harbors and Navigation Code, are true and correct.

Please provide approval to wire the above-referenced funds.

Sincerely,

[redacted]

Jeff Ho
Interim Controller
San Francisco Bar Pilots
Pier 9 East End
San Francisco, CA 94111

enc. April 2025 Cash Summary Report

JUMP TO AGENDA

SAN FRANCISCO BAR PILOTS

PIER 9 EAST END, SAN FRANCISCO, CA 94111

Dispatcher: [redacted] Accounts: [redacted] Email: [redacted]

From 04/01/2025 to 04/30/2025

05/01/2025 Summary Cash Applied Report

Status: Deposited

Moves	Descr	Tons	Draft Ft	Total Cash
272	INWARD PILOTAGE	16,316,855.00	9,150.15	1,643,346.82
280	OUTWARD PILOTAGE	16,338,882.00	8,849.16	1,651,822.40
552	**TOTAL PILOTAGES**	32,655,737.00	17,999.31	**3,295,169.22**
173	BAY MOVES			432,871.83
0	MISCELLANEOUS CHARGES			396,146.39
40	RIVER MOVES			200,000.00
765	**TOTAL GROSS PILOTAGES**	32,655,737.00	17,999.31	**4,324,187.44**
0	NAV TECH SURCHARGE			0.00
758	PILOT COMMISSION CHARGE			248,629.52
745	PILOT TRAINING SURCHARGE			33,499.04
554	STATUTORY PENSION RATE			1,443,450.75
745	TRAINEE SURCHARGE			89,227.42
0	PILOT BOAT MAINTENANCE			0.00
0	PILOT DISPATCH SYSTEM			0.00
191	TEMPORARY TRANSIT FEE - BAY MOVE			161,626.40
274	TEMPORARY TRANSIT FEE - INBOUND			232,473.71
281	TEMPORARY TRANSIT FEE - OUTBOUND			238,848.23
555	PILOT VESSEL CONSTRUCTION SURCHARGE			683,144.63
	TOTAL			**7,455,087.14**

Reported Date 05/01/2025 2:34:17 pm

Generated By J.Ho

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Agenda Item 6E: Report on legislative activities and contractual matters

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Agenda Item 7: Port Agent's Report

Agenda Item 7A: Report on absent pilots, Minimum Rest Period (MRP) exceptions, required fatigue risk mitigation reporting, pilot boats, and vessel moves.

Port Agent Report to BOPC
May 15, 2025

ABSENT FOR MEDICAL REASONS (AFMR) REPORT:

- Captain Cvitanovic since February 14, 2025
- Captain Lingo since March 12, 2025
- Captain Long since March 19, 2025

RECOMMENDED MINIMUM REST PERIOD EXCEPTIONS:

We continually monitor the dispatch list for possible 12 h MRP exceptions. If the potential exception is likely to result in a rest period of less than 10 hours mitigating measures are employed. These measures include, but are not limited to, suspending continuing professional development protocols, cancelling scheduled meetings or committee assignments, cancelling previously granted comp time requests, deferring scheduled training sessions, or calling in off-watch pilots.

FATIGUE RISK MITIGATION REPORT: There are currently 51 licensees on the SFBP Roster.

Work period in excess of 12 hours

There were 21 occurrences, 0 occurrences over 14 hrs. and the maximum period was 13.5 hrs.

Night work period in excess of 10 hours without rest opportunity

There were 4 occurrences.

Night-time hours in excess of 18 hours in a 72-hour period

There were no occurrences.

Rest periods of less than 12 hours (MRPs)

There were 22 occurrences, and the minimum period was 9.6 hrs.

PILOT BOAT REPORT:

PV California:

Ops normal

PV Drake:

Vessel back in service as a run-boat on 4/7.

PV Golden Gate:

Vessel dockside at shipyard since 4/17 for 6K main engine service.

PV Pittsburg:

Ops normal.

PV San Francisco:

Ops normal.

BILLED VESSEL MOVES FOR April 2025:

Bar X's:456 Bay Moves: 132 River Moves:61 Total Moves:649

- GRT: 28.8M

When comparing 2025 vessel move data with the same period in 2024, total moves were down 2.7% and GRT is down 2.4%.

Respectfully Submitted,

[redacted]

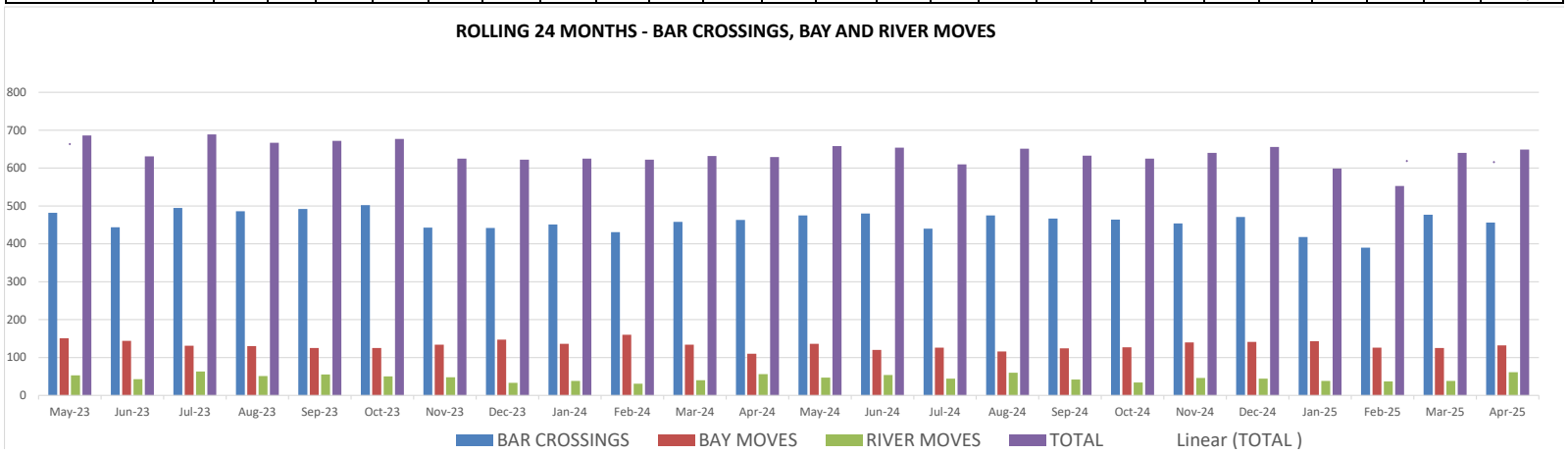
Captain John Carlier
Port Agent

JUMP TO AGENDA

Agenda Item 7B: Monthly report on SFBP ship piloting business activity

SAN FRANCISCO BAR PILOTS
ROLLING 24 MONTHS - SHIP MOVEMENTS
END APR 2025

	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	TOTAL Rolling 12 MOS
BAR CROSSINGS	482	444	495	486	492	502	443	442	451	431	458	463	475	480	440	475	467	464	454	471	418	390	477	456	5,474
BAY MOVES	151	144	131	130	125	125	134	147	136	160	134	110	136	120	126	116	124	127	140	141	143	126	125	132	1,534
RIVER MOVES	53	43	63	51	55	50	48	33	38	31	40	56	47	54	44	60	42	34	46	44	38	37	38	61	540
TOTAL	**686**	**631**	**689**	**667**	**672**	**677**	**625**	**622**	**625**	**622**	**632**	**629**	**658**	**654**	**610**	**651**	**633**	**625**	**640**	**656**	**599**	**553**	**640**	**649**	**7,548**



Agenda Item 7C: CONFIDENTIAL: Monthly confidential written report of licensed pilots who have been Absent for Medical Reasons (AFMR)

JUMP TO AGENDA

Agenda Item 8: Pilot Evaluation Committee

Agenda Item 8A: Report on the Pilot Evaluation Committee (PEC) meeting

PEC(Pilot Evaluation Committee) Chairmans Report to the BOPC (Board of Pilot Commissioners)

May 14th, 2025

The Pilot Evaluation Committee met on May 14th, 2025. The members present were Captains Slack, Bridgman, Stultz, Wher and Ruff. Captain Garfinkle joined in open session. Items talked about. Capt Barron possible issues with completion on training and issuance of state license. The previous meeting was SFBPPEC discussed Captain Ahrens LOA. We, PEC,agreed that an LOAfor the reason given wasn't acceptable, to train in another state and have his place reserved here.

Agenda item A:

There are five trainees in the program. The trainees time in the program ranges from 6 months to 21 months. All trainees are getting trips to obtain their FCP(first class pilotage) endorsement for unlimited tonnage upon San Francisco Bay. They are observing, part handling and handling under the direct supervision of a licensed San Francisco Bar Pilot. Trainees Barron and Gallo have completed their FCP testing and are fully licensed unlimited FCP for SFB,the

JUMP TO AGENDA

four remaining trainees are testing various routes in the area. In closed session, all trainees were individually interviewed and counseled on their progress. Time was spent answering any questions or concerns. As of now, four trainees are meeting the recommended benchmarks and are progressing at their own pace. Captain Johnston is below benchmarks in a couple categories . Discrepancies in bookkeeping were discovered making it appear Captain Johnston was working more than he was. He was counseled to correct these errors. Through injury and USCGFCP test requirements being changed and a slower work pace. Captain Johnston was counseled to stop river trips and to only do lower bay work and to get thirty five jobs submitted this month.

Captain Barron completed his third month in EVAL status with no pilot intervention or coaching needed leading to our recommendation for state license. The next PEC meeting is scheduled for Wednesday, June 18th, 2025, 0730 in this office

Agenda item B: Probation or dismissal

SFBPPEC recommends dismissal of Capt. Ahrens from the training program. PEC does not support LOA to train in another state pilot area.

Agenda item C: Completing training program

SFBPPEC unanimously voted for Captain Barron to have successfully completed this training program.

Agenda item D: Issue state license

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SFBPPECrecommends issuing state license to Captain Christian Barron

Respectfully given, Captain Paul Ruff

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Agenda Item 8C: Possible PEC recommendation as to whether a trainee has, or trainees have successfully completed the Pilot Trainee Training Program

Trainee Program Completion Requirements

Trainee: Christian Barron

Statutory Requirements

Minimum of one year's service
Start date: 8-22-2023
Completion date:(date of last PEC meeting) 5-14-2025
Days in Program 622 Months in Program (Days/30) 20.73 Total Jobs 613
Training Hours on Board 2410.9 Avg. Jobs per Month 32
Completion of Physical exam by BOPC appointed physician and receipt of Fit For Duty.
Fit for Duty Date: _____
Current USCG license with First Class Pilot endorsements
License expiration date: 2-22-2028

Regulatory Requirements

Completion of BOPC Pilot License Application
Minimum of 300 trips Actual number: 613
Observe 92 Handle and Part Handle 521
Minimum of 50 PEC trips Actual number: 122
Minimum of 10 PEC trips in last 3 months Actual number: 345
Maintained average score of 4.0 on scale of 5.0 by PEC members in the three months preceding recommendation
Month One: 4.05 Month Two: 4.41 Month Three: 4.6 3 Month Average Score: 4.36

Rides as Observer on Ship Assist Tugs: Total Rides: 5
Demonstration of:

A. Local Knowledge
B. Fundamentals of Ship handling
C. Bridge Presence and Internal Communications
D. External Communications
E. Situational Awareness
F. Use and Knowledge of Bridge Equipment
G. Appropriate Response to Traffic
H. Knowledge of Maneuvering Characteristics
I. Understanding of Environmental Factors
J. Bridge Team Management
K. Familiarity With Regulations
L. Familiarity With Local Authorities
M. Familiarity With Survival at Sea and First Aid
N. Consistency of Performance

PEC Requirements

MOB Drill
PPU Training
Commission Meeting

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Agenda Item 8E: Review request for a Leave of Absence (LOA) from Trainee Ahrens and possible Board action on request

From: Nick Ahrens
To: BOPC Board of Pilot Commissioners; Garfinkle, Allen@BOPC
Subject: N.Ahrens request for leave of absence
Date: Friday, April 18, 2025 9:36:13 AM

Dear San Francisco Bar Pilots Board,

I hope this message finds you well. I am writing to formally request a leave of absence from the San Francisco Bar Pilot training program, effective April 16, 2025. I respectfully ask that this opportunity remain open to me through the full 36-month eligibility period that began on December 4, 2024.

The primary reason for this request is that I have been invited to continue the selection process for the Puget Sound Pilots, a pilotage for which I previously tested and passed. I am scheduled to be called in the near future. As I approach what I hope to be the final chapter of my professional career, I want to give thoughtful and careful consideration to all available options.

Another significant factor in this decision is that the Puget Sound district is located in my home state. The lower cost of living and more accessible housing market make it an attractive option, especially as I consider starting a family in the near future.

I want to express my utmost respect and admiration for the San Francisco Bar Pilots. It has been an honor to spend the past five months in the training program, and I am deeply grateful for the opportunity and experience. Should the Puget Sound position not work out for any reason, I sincerely hope to return and complete my training with the Bar Pilots.

Thank you very much for your understanding and consideration.

Sincerely, and respectfully
Nicholas Ahrens

JUMP TO AGENDA

Agenda Item 9: Finance Committee

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MEETING AGENDA

OPEN MEETING

1. Call to Order and Roll Call. (Chair Rodriguez)

2. Public comment on matters on the agenda or not on the agenda.

3. Approval of the minutes from the Finance Committee meeting held on April 9, 2025. Possible Committee action to approve minutes from the Finance Committee meeting held on April 9, 2025. (Chair Rodriguez)

4. Update from industry and SFBP on status of shipping activity since the end of March 2025 and discussion of shipping trends for the remainder of the fiscal year.

5. Update and discussion on Gartner's cost estimates for the Information Technology Modernization Project (ITMP). (Assistant Director Millspaugh)

6. Review Board fund condition, revenue and expenditure projections and monthly data for all pilotage fees and vessel moves and their effect on Board-approved surcharges.

   a) Review Board Operations Surcharge rate (currently at 5.75% of all pilotage fees, effective January 1, 2025), and the revenues, expenditures, and reserve balance. **Recommendation to the Board to adjust the Board Operations Surcharge rate, if warranted.** (Assistant Director Millspaugh)

   b) Review Pilot Continuing Education Surcharge rate (currently at $45/move, effective January 1, 2025), and the revenues, expenditures, and reserve balance. **Recommendation to the Board to adjust the Pilot Continuing Education Surcharge rate, if warranted.** (Assistant Director Millspaugh)

   c) Review Pilot Boat Surcharge rate (currently at $0.020 per gross registered ton effective April 1, 2025), and the revenues, expenditures, and reserve balance. **Recommendation to the Board to adjust the Pilot Boat Surcharge rate, if warranted.** (Assistant Director Millspaugh)

   d) Review Trainee Training Surcharge rate (currently at $20/trainee/move, effective January 1, 2025), and the revenues, expenditures, and reserve balance. **Recommendation to the Board to adjust the Trainee Training Surcharge rate, if warranted.** (Assistant Director Millspaugh)

7. Discussion regarding the San Francisco Bar Pilots (SFBP)'s audit of financial statement. (Committee Member McIntyre)

8. Comments from the public and Committee members on matters not on the agenda. (Chair Rodriguez)

9. Schedule the next Committee meeting, and proposals for the next Committee meeting agenda. (Chair Rodriguez)

10. Adjournment. (Chair Rodriguez)

JUMP TO AGENDA

6-01. Summary of Revenue, Fund Condition, and Budget Authority

BOARD OF PILOT COMMISSIONERS
Fund Condition Statement
Fiscal Year 2024-25
As of FI$Cal Period 09

FUND 0290 CONDITION STATEMENT					FUND 3439 CONDITION STATEMENT
	Board Operations 2030010	Trainee Training 2030019291	Continuing Education 2030019292	Fund 0290 Total	Pilot Boat Program 2030026 & Fund 3439 Total
Beginning Fund Balance 7/1/2024-FM12 Rep	**2,181,152**	**1,859,056**	**622,782**	**4,662,990**	**8,692,689**
Prior Year Expenditure Adjustments	1,461,814			**1,461,814**	0
Prior Year Revenue Adjustments	-1,147,272	-269,079	269,079	**-1,147,272**	1,147,272
Adjusted Beginning Fund Balance-FS	**2,495,694**	**1,589,977**	**891,861**	**4,977,533**	**9,839,961**
Actual Revenues to Date	1,791,238	289,427	183,659	**2,264,324**	4,762,043
Actual Expenditures to Date	-1,055,995	-402,090	-149,033	**-1,607,118**	-2,171,474
Direct Fund Transfers Out					0
Subtotal	**735,243**	**-112,662**	**34,625**	**657,206**	**2,590,569**
Ending Fund Balance 3/31/2025	**3,230,937**	**1,477,315**	**926,487**	**5,634,738**	**12,430,530**
Pro-Rata	-187,000	0	0	**-187,000**	0
Future Revenue Projection	871,302	284,906	107,279	**1,263,487**	2,318,976
Future Expenditure Projection	-713,862	-215,851	-18,404	**-948,117**	-141,932
Actual Encumbrances to Date	-560,747	-120,900	-244,563	**-926,210**	0
Projected Fund Balance 6/30/2025	**2,640,630**	**1,425,470**	**770,799**	**4,836,898**	**14,607,574**

BUDGET AUTHORITY STATEMENT - FUND 0290					BUDGET AUTHORITY STATEMENT - FUND 3439
	Board Operations 2030010	Trainee Training 2030019291	Continuing Education 2030019292	Fund 0290 Total	Pilot Boat Program 2030026 & Fund 3439 Total
Budget Authority	**2,353,000**	**1,007,620**	**417,380**	**3,778,000**	**14,602,004**
Actual Expenditures to Date	-1,055,995	-402,090	-149,033	**-1,607,118**	**-2,171,474**
Encumbrances to Date	-560,747	-120,900	-244,563	**-926,210**	**0**
Estimated Future Expenditures	-713,862	-215,851	-18,404	**-948,117**	**-141,932**
Total Projected Expenditures	**-2,330,604**	**-738,841**	**-412,000**	**-3,481,445**	**-2,313,406**
Savings/Deficit	**22,396**	**268,779**	**5,380**	**296,555**	**12,288,598**

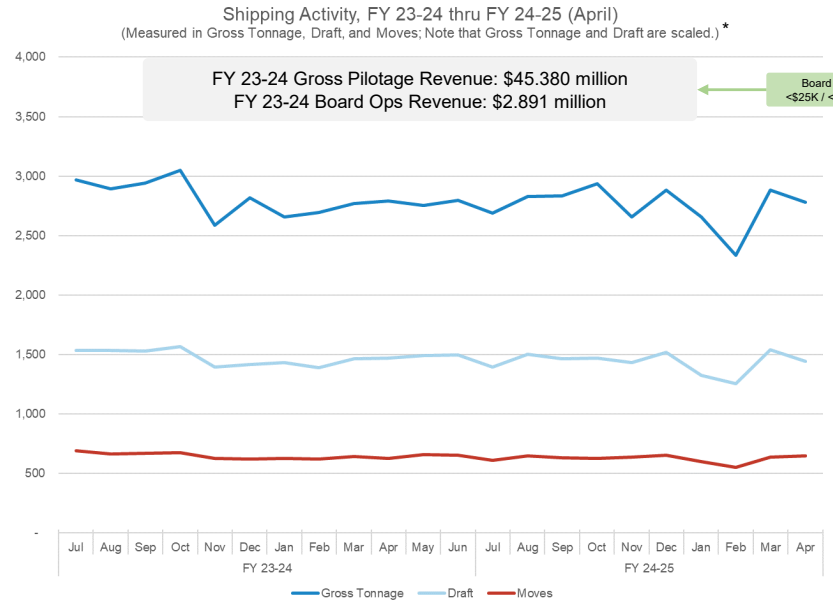
NOTE: To simplify the presentation of the information in this report, empty and duplicate columns have been removed.

JUMP TO AGENDA

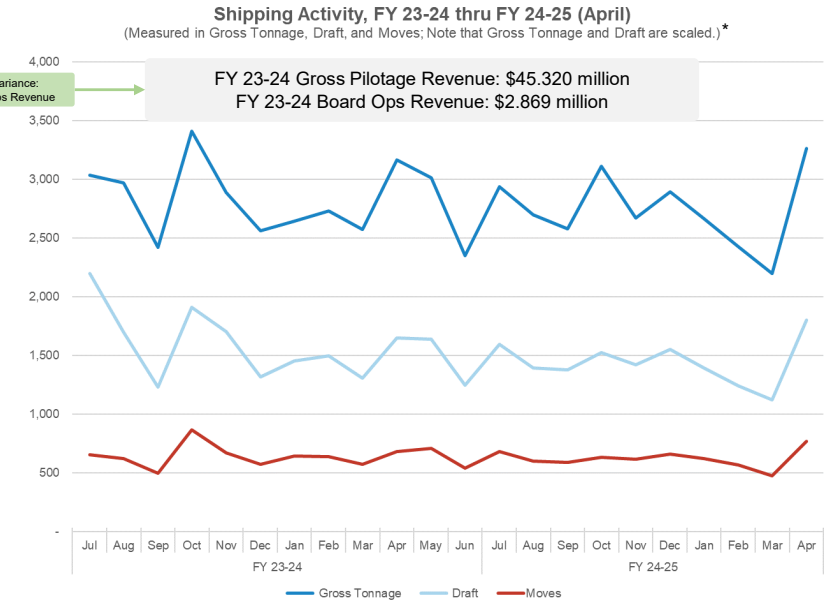
6-02. Billing Data vs. Cash Data

- SFBP provides BOPC with two datasets each month: 1) **Cash data,** organized by the date an invoice was paid, and 2) **Billing data,** organized by the date pilotage service was provided.
- For several years, BOPC has been using Cash data (invoice payment date) rather than Billing data (date of service) to forecast tonnage, draft, moves, and revenue. Using Cash data for surcharge decisions ties rate adjustments to Accounts Payable efficiency at shipping firms, not shipping trends.
- For example, a comparison between the April 2025 Cash and Billing reports revealed that only 8.6% of invoices matched between the two, indicating that 91.4% of the shipping activity and revenue reported as belonging in April actually took place in prior months.

Billing Data



Cash Data



* **NOTE:** Gross Tonnage scaled from millions to thousands and draft scaled from ten thousands to thousands. This scaling preserves the underlying data while enabling Gross Tonnage, Draft, and Moves to be displayed on the same chart for trend and pattern analysis.

JUMP TO AGENDA

6-03. Shipping Activity Impact Analysis

Port of Oakland Blank Sailings

Month	# Of Blank Sailings	Estimated Total TEU Capacity Loss
April 2025	12	36,700
May 2025	15	47,700
June 2025	12	54,200

Projected estimates of blank sailings and TEU loss as of 5/09/25

TEU estimates are based on shipping service averages (Loaded Inbound/Outbound & Empties)

Estimated Blank Sailings at the Port of Oakland from April thru June 2025: 39
39 / 3 = 13 Blank Sailings per Month

13 Blank Sailings is equal to 17.6% of average monthly sailings into the Port of Oakland (OAK) (June 2024 thru April 2025):13 ÷ 74 = 17.6%.

→ **Moves Reduction Estimate: 17.6%**

Forecast average gross tonnage of ships visiting the Port of Oakland (OAK) in June 2024 thru April 2025: 95,000 gross tons.

13 Blank Sailings would be equal to 1,235,000 gross tons or 20.4% of average monthly gross tonnage (June 2024 thru April 2025):1,235,000 ÷ 6,054,982 = 20.4%.

→ **Gross Tonnage Reduction Estimate: 20.4%**

Forecast average draft of ships visiting the Port of Oakland (OAK) in June 2024 thru April 2025: 38 feet.

13 Blank Sailings would be equal to 494 feet or 20.4% of average monthly draft (June 2024 thru April 2025): 484 ÷ 2,423 = 20.4%.

→ **Draft Reduction Estimate 20.4%**

NOTE: These reduction estimates would be applied proportionally to overall shipping activity, based on the relative sizes of activity in the Port of Oakland compared to the total shipping activity within the Board's jurisdiction.

JUMP TO AGENDA

6a-01. Board Operations Expenditures and Encumbrances

Board Operations

Support

	FY 23/24	FY 24/25 Actuals												Projected		
Category	Past Year Expenditures	01 -July	02 - August	03 - September	04 - October	05 - November	06 - December	07 - January	08 - February	09 - March	YTD Expenditures	YTD Encumbrance	YTD Total	Balance (Proj Budget - YTD)	Projected Expenditures	Percent of Total
01. Salaries	480,537	48,517	51,417	50,357	50,357	50,357	50,357	50,357	50,357	52,076	454,152		454,152	149,352	603,504	25.9%
02. Board Fee	19,200	1,200	1,200	1,200	1,200	1,200	1,200	5,893	3,060	2,266	18,419		18,419	3,181	21,600	0.9%
05. OASDI	26,670	2,833	3,009	2,945	2,945	2,367	2,903	3,180	2,987	3,064	26,234		26,234	9,766	36,000	1.5%
06. Hlth/Dtal/Vsion	11,557	2,617	2,611	2,611	2,611	2,611	2,815	2,815	2,812	2,806	24,310		24,310	11,690	36,000	1.5%
07. Retirement	165,788	14,126	14,742	14,434	14,434	14,434	14,434	15,539	14,592	14,592	131,326		131,326	46,674	178,000	7.6%
08. Workers Comp	1,017	377			420			420			1,217		1,217	283	1,500	0.1%
09. Medicare	6,809	680	721	706	706	706	700	768	734	741	6,463		6,463	3,537	10,000	0.4%
10. Other Benefits*	40,253	3,348	3,355	3,355	3,386	3,355	4,455	4,486	3,612	1,926	31,277		31,277	9,723	41,000	1.8%
11. General Exp	9,387					1,572				76	1,648		1,648	9,352	11,000	0.5%
12. Printing	5,703							1,634	356		1,989	0	1,989	4,011	6,000	0.3%
13. Communications	4,109		379	366	348	401	68	661	357	367	2,947		2,947	1,553	4,500	0.2%
14. Postage	751				92	15			47	18	171	286	458	542	1,000	0.0%
15. Insurance	9												0	100	100	0.0%
16. Travel In	182		196	562	487	450	350	365	681	354	3,445		3,445	1,755	5,200	0.2%
17. Travel Out	0												0	0	0	0.0%
18. Training	119				250				460		710		710	290	1,000	0.0%
19. Facilities	293,723	23,902	23,902	23,902	24,818	26,720	24,842	24,619	25,559	25,587	223,853	73,858	297,711	2,289	300,000	12.9%
20. Attorney General (DOJ)	103,598			13,104	6,954	3,300	6,783	1,881	5,861	5,472	43,354		43,354	66,646	110,000	4.7%
21. Consulting	1,113,971				1,932	1,177	850	11,390	1,269	21,693	38,311	382,038	420,349	305,851	726,200	31.2%
22. Data Ctrs	19,615												0	20,000	20,000	0.9%
23. Info Tech	166,540	2,811	3,052	5,519	10,482	5,834	15,520	9,006	(7,925)	4,248	48,547	104,565	153,112	1,888	155,000	6.7%
25. Equipment	60,593									331	331	0	331	60,669	61,000	2.6%
27. Other Items of Expense	1,394		(2,811)	(2,760)	(2,776)	(2,797)	(2,838)	(2,679)	13,953	0	(2,708)		(2,708)	4,708	2,000	0.1%
YTD Expenditures	2,531,525	100,411	101,773	116,302	118,645	111,702	122,439	130,335	118,773	135,616	1,055,995	560,747	1,616,742	713,862	2,330,604	100.0%

JUMP TO AGENDA

6a-02. Board Operations Revenue

Cash Data

1. Board Operations and Surcharge Rate Data for Fiscal Year 2024-2025	ACTUAL										FORECAST		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
Mill Rate--High GrossRegTon, $	0.09243	0.09243	0.09243	0.09243	0.09243	0.09243	0.09243	0.09243	0.09243	0.09243	0.09243	0.09243	N/A
per Draft Foot, $	10.26	10.26	10.26	10.26	10.26	10.26	10.26	10.26	10.26	10.26	10.26	10.26	N/A
Moves		-12%	-4%	15%	-8%	8%	-8%	-14%	-8%				
Inward Moves	248	219	211	243	223	241	221	190	175	272	210	209	2,663
Outward Moves	255	215	209	235	223	235	213	204	173	280	217	216	2,674
Bay Moves	127	114	118	108	136	140	142	124	95	173	134	133	1,544
River Moves	49	50	51	46	35	45	43	46	31	40	31	31	498
Total Moves	679	598	589	632	617	661	619	564	474	765	592	589	7,379
%of TOTAL	*9%*	*8%*	*8%*	*9%*	*8%*	*9%*	*8%*	*8%*	*6%*	*10%*	*8%*	*8%*	*100%*
Tons (Gross Registered Tonnage)													
Inward PilotageTons	14,557,735	13,738,128	12,831,989	15,757,050	13,195,368	14,496,915	13,808,296	11,746,795	10,945,890	16,316,855	12,158,608	12,158,608	161,712,236
Outward PilotageTons	14,843,085	13,255,988	12,966,043	15,388,803	13,542,224	14,447,062	12,875,079	12,519,553	11,056,031	16,338,882	12,158,608	12,158,608	161,549,965
Total Tons	29,400,820	26,994,116	25,798,032	31,145,853	26,737,592	28,943,977	26,683,375	24,266,348	22,001,921	32,655,737	24,317,215	24,317,215	323,262,201
%of TOTAL	*9%*	*8%*	*8%*	*10%*	*8%*	*9%*	*8%*	*8%*	*7%*	*10%*	*8%*	*8%*	*100%*
Draft Ft.													
Inward Pilotage Draft	8,112	7,231	7,002	7,875	7,175	7,987	7,242	6,076	5,751	9,150	7,360	7,360	88,320
Outward Pilotage Draft	7,823	6,682	6,782	7,351	7,039	7,514	6,717	6,342	5,482	8,849	7,058	7,058	84,698
Total Draft Ft.	15,935	13,913	13,784	15,226	14,214	15,502	13,959	12,418	11,233	17,999	14,418	14,418	173,018
%of TOTAL	*9%*	*8%*	*8%*	*9%*	*8%*	*9%*	*8%*	*7%*	*6%*	*10%*	*8%*	*8%*	*100%*
Pilotage Amounts, $													
Inward Pilotage Amount, $	1,485,629	1,387,783	1,296,505	1,590,218	1,353,617	1,484,763	1,391,293	1,201,141	1,111,962	1,643,347	1,256,166	1,256,166	16,458,588
Outward Pilotage Amount, $	1,514,209	1,343,165	1,305,263	1,547,173	1,381,982	1,470,753	1,306,662	1,280,207	1,118,503	1,651,822	1,253,777	1,253,777	16,427,295
Bay Moves Amount, $	323,217	290,000	297,500	272,500	340,000	352,500	357,500	312,500	237,500	432,872	289,679	289,679	3,795,447
Misc Charges,$	294,595	233,690	279,561	284,428	290,823	352,192	443,737	399,762	281,456	396,146	293,309	293,309	3,843,008
River Moves Amount, $	245,000	250,000	255,000	230,000	175,000	225,000	215,000	230,000	155,000	200,000	196,357	196,357	2,572,713
Total Gross Pilotage Revenue	3,862,649	3,504,638	3,433,829	3,924,319	3,541,422	3,885,208	3,714,192	3,423,610	2,904,421	4,324,187	3,289,288	3,289,288	43,097,051
%of TOTAL	*9%*	*8%*	*8%*	*9%*	*8%*	*9%*	*9%*	*8%*	*7%*	*10%*	*8%*	*8%*	*100%*
Temporary Transit Fees, $ (not in GrossPilotage)	562,068	491,300	493,850	515,739	516,800	549,100	509,150	461,550	394,809	632,948	512,731	512,731	6,152,778
Board Operations Surcharge Rate, % [1]	5.50%	5.50%	5.50%	5.50%	5.50%	5.50%	5.75%	5.75%	5.75%	5.75%	5.75%	5.75%	N/A
Projected Cash Received Amount, $	212,446	192,755	188,861	215,838	194,778	213,686	213,566	196,858	167,004	248,641	189,134	189,134	2,422,700
SFBP Actual Cash Paid Amount, $	246,146	194,334	189,227	215,838	194,778	213,687	205,256	195,991	167,004	248,630	189,134	189,134	2,449,158
	10%	*8%*	*8%*	*9%*	*8%*	*9%*	*8%*	*8%*	*7%*	*10%*	*8%*	*8%*	*100%*

2. Prior Year Actuals (Fiscal Year 2023-2024)	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
FY 2023-24 Surcharge Rate, %	6.0%	6.0%	6.0%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	6.5%	N/A
FY 2023-24 Actual GrossPilotage, $	3,960,732	4,099,882	3,021,653	4,627,915	4,015,546	3,322,788	3,630,057	3,767,393	3,476,272	4,162,954	4,107,228	3,128,273	45,320,693
FY 2023-24 Actual Temp Transit Fees,$	470,950	628,636	442,042	754,740	623,535	499,175	566,841	551,339	479,506	576,494	579,700	559,326	6,732,284
FY 2023-24 Actual Bd Ops Revenues,$	239,411	245,993	181,299	280,910	259,648	214,956	235,697	244,830	225,905	270,489	266,955	203,333	2,869,426

[1] Board Operations Surcharge adjusted from 6.5% to 5.5%, effective 7/1/2024. Surcharge adjusted to 5.75% on 1/1/2025.

LEGEND	Orange Highlights = Forecast(where applicable)

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JUMP TO AGENDA

6a-03. FY 25-26 Board Operations Budget, Revenue Requirements, and Sensitivity Analysis

FY 25-26 Board Operations Budget & Revenue Requirements	
FY 25-26 Baseline Budget	$2,181,000
Pro Rata	$82,000
ITMP Funding Raised via Surcharge*	$500,000
FY 25-26 Board Operations Revenue Requirements	**$2,763,000**

Revenue Required for FY 25-26

FY 25-26 Board Operations Fund Condition Forecast	
Estimated Starting Fund Balance (7/1/2025)	$2,640,630
FY 25-26 Board Operations Surcharge Revenue	$2,352,906
FY 25-26 Board Expenses, Encumbrances and Pro Rata	-$2,263,000
ITMP Costs	-$2,095,238
Estimated Ending Fund Balance (6/30/2026)	**$635,298**

Sensitivity Analysis: Board Operations Surcharge Rates and Revenues in FY 25-25

Surcharge Rate \ Total Gross Pilotage Revenue	$36,000,000	$38,000,000	$40,000,000	$40,920,100	$42,000,000	$44,000,000	$46,000,000
5.75%	$2,070,000	$2,185,000	$2,300,000	$2,352,906	$2,415,000	$2,530,000	$2,645,000
6.00%	$2,160,000	$2,280,000	$2,400,000	$2,455,206	$2,520,000	$2,640,000	$2,760,000
6.50%	$2,340,000	$2,470,000	$2,600,000	$2,659,806	$2,730,000	$2,860,000	$2,990,000
7.00%	$2,520,000	$2,660,000	$2,800,000	$2,864,407	$2,940,000	$3,080,000	$3,220,000
7.50%	$2,700,000	$2,850,000	$3,000,000	$3,069,007	$3,150,000	$3,300,000	$3,450,000

Sensitivity Analysis: Board Operations Fund Balance (Estimated Ending Fund Balance at 6/30/2026)

Surcharge Rate \ Total Gross Pilotage Revenue	$36,000,000	$38,000,000	$40,000,000	$40,920,100	$42,000,000	$44,000,000	$40,920,100
5.75%	$352,392	$467,392	$582,392	$635,298	$697,392	$812,392	$927,392
6.00%	$442,392	$562,392	$682,392	$737,598	$802,392	$922,392	$1,042,392
6.50%	$622,392	$752,392	$882,392	$942,198	$1,012,392	$1,142,392	$1,272,392
7.00%	$802,392	$942,392	$1,082,392	$1,146,799	$1,222,392	$1,362,392	$1,502,392
7.50%	$982,392	$1,132,392	$1,282,392	$1,351,399	$1,432,392	$1,582,392	$1,732,392

Surcharge and Gross Pilotage Revenue combinations that would meet Board's revenue needs in FY 25-26 (+/- 4%).

FY 25-26 estimated Total Gross Pilotage and associated Board Ops revenue and fund balance.

* FY 25-26 ITMP costs (pre-bid) are estimated to be $2.095 million. The $500,000 in funding raised via the surcharge represents just under 25% of these costs. The balance of the year-one ITMP costs, approximately $1.595 million, would be drawn from the Board's Special Fund, which has a projected FY 24-25 year-end balance of $2.640 million, depending on shipping activity for the remainder of FY 24-25.

JUMP TO AGENDA

6b-01. Continuing Education Expenditures and Encumbrances

Continuing Education

Pilot Cont Ed Expenditures - Current Year 2024-25															
	FY 23/24	FY 24/25 Actuals													
Category	Past Year Expenditures	July	August	September	October	November	December	January	February	March	YTD Expenditures	YTD Encumbrance	YTD Total	Balance (Proj Budget - YTD)	Projected Expenditures
16. Travel In	0												0	0	0
17. Travel Out	50,790					9,047					9,047	31,753	40,800	16,200	57,000
18. Training	0												0	0	0
21. Consulting	139,200			96,000		1,236				42,750	139,986	212,810	352,796	2,204	355,000
YTD Expenditures	189,990			96,000		10,283				42,750	149,033	244,563	393,596	18,404	412,000

JUMP TO AGENDA

6b-02. Continuing Education Revenue

Cash Data

1. Continuing Education and Surcharge Rate Data for Fiscal Year 2024-2025														
	ACTUAL										FORECAST			
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total	
Continuing Education Surcharge Rate, $ [1]	35	35	35	35	35	35	45	45	45	45	45	45	N/A	
Moves														
Pilot Continuing Education Moves	590	622	612	616	608	646	599	543	465	745	588	588	7,222	
Total Moves	590	622	612	616	608	646	599	543	465	745	588	588	7,222	
%of TOTAL	*8.2%*	*8.6%*	*8.5%*	*8.5%*	*8.4%*	*8.9%*	*8.3%*	*7.5%*	*6.4%*	*10.3%*	*8.1%*	*8.1%*	*100%*	
Expected Cash Received Amount, $	20,650	21,770	21,420	21,560	21,280	22,610	26,955	24,435	20,925	33,525	26,460	26,460	288,050	
SFBP Actual Cash Paid Amount, $	31,869	20,560	20,410	21,560	21,280	22,610	21,595	23,775	20,902	33,499	26,460	26,460	290,980	

2. Prior Year Actuals (Fiscal Year 2023-2024)													
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
FY 2023-24 Surcharge Rate, $	50	50	50	50	50	50	50	50	50	50	50	50	N/A
FY 2023-24 Actual Moves	660	620	488	845	686	557	630	642	567	680	682	527	7,584
FY 2023-24 Actual Cont. Ed. Revenues, $	31,296	43,256	29,973	49,909	35,459	28,348	31,809	32,190	28,301	34,094	34,118	26,250	405,003

[1] Continuing Education Surcharge adjusted from $50 to $35, effective 7/1/2024. Surcharge adjusted to $45 on 1/1/2025.

LEGEND	Orange Highlights = Forecast(where applicable)

JUMP TO AGENDA

6b-03. FY 25-26 Continuing Education Budget, Revenue Requirements, and Sensitivity Analysis

FY 25-26 Cont. Ed. Budget & Revenue Requirements	
FY 25-26 Baseline Budget	$417,380
Pro Rata	N/A
FY 25-26 Revenue Requirements	**$412,000**

Revenue Required for FY 25-26

FY 25-26 Cont. Ed. Fund Condition Forecast	
Estimated Starting Fund Balance (7/1/2025)	$770,799
FY 25-26 Surcharge Revenue	$312,447
FY 25-26 Program Costs (Expenses and Encumbrances)	-$412,000
Estimated Ending Fund Balance (6/30/2026)	**$671,246**

Sensitivity Analysis: Cont. Ed. Surcharge Rates and Revenues in FY 25-26

Surcharge Rate \ Moves	6,250	6,500	6,750	6,943	7,000	7,250	7,500
$45	$281,250	$292,500	$303,750	$312,435	$315,000	$326,250	$337,500
$50	$312,500	$325,000	$337,500	$347,150	$350,000	$362,500	$375,000
$55	$343,750	$357,500	$371,250	$381,865	$385,000	$398,750	$412,500
$60	$375,000	$390,000	$405,000	$416,580	$420,000	$435,000	$450,000
$65	$406,250	$422,500	$438,750	$451,295	$455,000	$471,250	$487,500

Sensitivity Analysis: Cont. Ed. Fund Balance (Estimated Ending Fund Balance at 6/30/2026)

Surcharge Rate \ Moves	6,250	6,500	6,750	6,943	7,000	7,250	7,500
$45	$640,049	$651,299	$662,549	$671,234	$673,799	$685,049	$696,299
$50	$671,299	$683,799	$696,299	$705,949	$708,799	$721,299	$733,799
$55	$702,549	$716,299	$730,049	$740,664	$743,799	$757,549	$771,299
$60	$733,799	$748,799	$763,799	$775,379	$778,799	$793,799	$808,799
$65	$765,049	$781,299	$797,549	$810,094	$813,799	$830,049	$846,299

Surcharge and Move combinations that would meet Board's revenue needs in FY 25-26 (+/- 3%).

FY 25-26 estimated Moves and associated Continuing Education revenue and fund balance.

JUMP TO AGENDA

6c-01. Pilot Boat Expenditures and Encumbrances

Pilot Boat

			Actuals																Projected	
Fund	Category	Fiscal Year	July	August	September	October	November	December	January	February	March	April	May	June	YTD Expenditures	YTD Encumbrance	YTD Total	Balance (Proj Budget - YTD)	Projected Expenditures
0290	25. Equipment	2022															0		
0290	25. Equipment	2023															0		
0290	25. Equipment	2024	141,932		141,932	70,966	(1,816,644)								(1,461,814)		(1,461,814)		
3439	25. Equipment	2024					1,816,644	141,932	70,966	70,966	70,966				2,171,474		2,171,474	141,932	2,313,406
																Projected Expenditure includes the $1,461,814 transferred from 0290.			

JUMP TO AGENDA

6c-02. Pilot Boat Revenue

Cash Data

1. Pilot Boat and Surcharge Rate Data for Fiscal Year 2024-2025													
	ACTUAL										FORECAST		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
Pilot Boat Surcharge Rate, $ [1]	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.020	0.020	0.020	N/A
Tons (Gross Registered Tonnage)													
Inward Pilotage Tons	14,557,735	13,738,128	12,831,989	15,757,050	13,195,368	14,496,915	13,808,296	11,746,795	10,945,890	16,316,855	12,158,608	12,158,608	161,712,236
Outward Pilotage Tons	14,843,085	13,255,988	12,966,043	15,388,803	13,542,224	14,447,062	12,875,079	12,519,553	11,056,031	16,338,882	12,158,608	12,158,608	161,549,965
Total Tons	29,400,820	26,994,116	25,798,032	31,145,853	26,737,592	28,943,977	26,683,375	24,266,348	22,001,921	32,655,737	24,317,215	24,317,215	323,262,201
% of TOTAL	*9.1%*	*8.4%*	*8.0%*	*9.6%*	*8.3%*	*9.0%*	*8.3%*	*7.5%*	*6.8%*	*10.1%*	*7.5%*	*7.5%*	*100%*
Expected Cash Received Amount, $	617,417	566,876	541,759	654,063	561,489	607,824	560,351	509,593	462,040	653,115	486,344	486,344	6,707,216
SFBP Actual Cash Paid Amount, $	591,708	565,806	541,395	654,063	561,489	607,824	560,351	509,593	462,041	683,145	486,344	486,344	6,710,103

2. Prior Year Actuals (Fiscal Year 2023-2024)													
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
FY 2023-24 Surcharge Rate, $	0.0225	0.0225	0.0225	0.0200	0.0200	0.0200	0.0200	0.0200	0.0200	0.0200	0.0200	0.0200	N/A
FY 2023-24 Actual Tons	30,388,497	29,714,472	24,203,382	34,098,372	28,871,525	25,604,766	26,424,494	27,304,185	25,733,600	31,657,616	30,153,376	23,534,114	337,688,399
FY 2023-24 Actual Pilot Boat Surcharge Revenues, $	681,685	667,899	544,236	753,449	579,780	512,998	527,401	546,087	514,672	632,600	602,978	470,682	7,034,467

[1] Pilot Boat on Surcharge adjusted from $0.020 to $0.021, effective 7/1/2024. Surcharge anticipated to adjust to $0.020 on 4/1/2025.

LEGEND	Orange Highlights = Forecast (where applicable)

JUMP TO AGENDA

6c-03. FY 25-26 Pilot Boat Budget, Revenue Requirements, and Sensitivity Analysis

FY 25-26 Pilot Boat Budget & Revenue Requirements	
FY 25-26 Baseline Budget	$14,300,937
Pro Rata	N/A
FY 25-26 Revenue Requirements	**$851,592**

FY 25-26 Pilot Boat Fund Condition Forecast	
Estimated Starting Fund Balance (7/1/2025)	$14,607,574
FY 25-26 Surcharge Revenue	$5,905,008
FY 25-26 Program Costs (Expenses and Encumbrances)	-$851,592
Estimated Ending Fund Balance (6/30/2026)	**$19,660,990**

Sensitivity Analysis: Pilot Boat Surcharge Rates and Revenues

Surcharge Rate	Gross Tonnage 285,000,000	290,000,000	295,250,400	300,000,000	302,500,000	305,000,000	310,000,000
$0.020	$5,700,000	$5,800,000	$5,905,008	$6,000,000	$6,050,000	$6,100,000	$6,200,000
$0.021	$5,985,000	$6,090,000	$6,200,258	$6,300,000	$6,352,500	$6,405,000	$6,510,000
$0.022	$6,270,000	$6,380,000	$6,495,509	$6,600,000	$6,655,000	$6,710,000	$6,820,000
$0.023	$6,555,000	$6,670,000	$6,790,759	$6,900,000	$6,957,500	$7,015,000	$7,130,000
$0.024	$6,840,000	$6,960,000	$7,086,010	$7,200,000	$7,260,000	$7,320,000	$7,440,000

Sensitivity Analysis: Pilot Boat Fund Balance (Estimated Ending Fund Balance at 6/30/2026)

Surcharge Rate	Gross Tonnage 285,000,000	290,000,000	295,250,400	300,000,000	302,500,000	305,000,000	310,000,000
$0.020	$19,455,982	$19,555,982	$19,660,990	$19,755,982	$19,805,982	$19,855,982	$19,955,982
$0.021	$19,740,982	$19,845,982	$19,956,240	$20,055,982	$20,108,482	$20,160,982	$20,265,982
$0.022	$20,025,982	$20,135,982	$20,251,491	$20,355,982	$20,410,982	$20,465,982	$20,575,982
$0.023	$20,310,982	$20,425,982	$20,546,741	$20,655,982	$20,713,482	$20,770,982	$20,885,982
$0.024	$20,595,982	$20,715,982	$20,841,992	$20,955,982	$21,015,982	$21,075,982	$21,195,982

FY 25-26 estimated Gross Tonnage and associated Pilot Boat revenue and fund balance.

JUMP TO AGENDA

6d-01. Trainee Training Expenditures and Encumbrances

Trainee Training

Trainee Training Expenditures - Current Year 2024-25																
	FY 23/24	FY 24/25 Actuals														
Category	Past Year Expenditures	July	August	September	October	November	December	January	February	March	YTD Expenditures	YTD Encumbrance	YTD Total	Balance (Proj Budget - YTD)	Projected Expenditures
08. Workers Comp	12,592	1,266									1,266		1,266	11,734	13,000
20. Attorney General (DOJ)	29,049												0	30,000	30,000
21. Consulting	141,427				18,245			2,610		2,902	23,757	120,900	144,657	85,343	230,000
26. Other (Stipend)	322,004	40,000	40,000	33,067	32,000	40,774	47,226	48,000	48,000	48,000	377,067		377,067	88,774	465,841
YTD Expenditures	505,072	41,266	40,000	33,067	50,245	40,774	47,226	50,610	48,000	50,902	402,090	120,900	522,990	215,851	738,841

JUMP TO AGENDA

6d-02: Trainee Training Surcharge

Cash Data

1. Trainee Training and Surcharge Rate Data for Fiscal Year 2024-2025													
	ACTUAL										FORECAST		
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
Trainee Training Surcharge Rate, $ [1]	10	10	10	10	10	10	20	20	20	20	20	20	N/A
Number of Trainees [2]	5	5	4	5	5	6	6	6	6	5	5	4	N/A
Surcharge Rate per Move, $	50	50	40	50	50	60	120	120	120	100	100	80	N/A
Moves													
Trainee Training Moves	590	622	612	616	608	646	599	543	465	745	588	588	7,222
Total Moves	590	622	612	616	608	646	599	543	465	745	588	588	7,222
%of TOTAL	*8.2%*	*8.6%*	*8.5%*	*8.5%*	*8.4%*	*8.9%*	*8.3%*	*7.5%*	*6.4%*	*10.3%*	*8.1%*	*8.1%*	*100%*
Expected Cash Received Amount, $	29,500	31,100	24,480	30,800	25,400	38,760	71,880	65,160	55,800	74,500	58,800	47,040	553,220
SFBP Actual Cash Paid Amount, $	47,552	29,450	28,905	25,670	25,400	32,580	38,690	61,180	55,738	89,227	58,800	47,040	540,232

2. Prior Year Actuals (Fiscal Year 2023-2024)													
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
FY 2023-24 Surcharge Rate, $	20	20	20	15	15	15	15	15	15	15	15	15	N/A
FY 2023-24 Actual Moves	660	620	488	845	686	557	630	642	567	680	682	527	7,584
FY 2023-24 Actual Trainee Training Revenues, $	39,674	59,500	41,770	61,387	31,936	19,446	20,293	34,306	33,425	32,849	33,019	36,765	444,370

[1] Trainee Training Surcharge adjusted from $15 to $10, effective 7/1/2024. Surcharge adjusted to $20 on 1/1/2025.

[2] Trainee count reflects number of trainees at END of the month. Trainees during the fiscal year with their respective start and end dates (if applicable) and statuses are: Active Trainees: 1. Barron (8/22/2023), 2. Gallo (8/22/2023), 3. Johnson (1/9/2024), 4. Johnston (5/8/2024), and 5. Thinger (10/29/2024); On Leave: 1. Aherns (12/4/2024 thru 4/16/2025); Resigned: 1. Ajax (5/8/2024 thru 9/4/2024).

LEGEND	Orange Highlights = Forecast (where applicable)

JUMP TO AGENDA

6d-03. FY 25-26 Trainee Training Budget, Revenue Requirements, and Sensitivity Analysis

FY 25-26 Trainee Training Budget & Revenue Requirements	
FY 25-26 Baseline Budget (incl. Program Costs and Stipends)	$698,000
Pro Rata	N/A
FY 25-26 Revenue Requirements	**$698,000**

Revenue Required for FY 25-26

FY 25-26 Trainee Training Fund Condition Forecast	
Estimated Starting Fund Balance (7/1/2025)	$1,425,470
FY 25-26 Surcharge Revenue	$694,326
2026 Trainee Training Exam	-$400,000
FY 25-26 Program Costs (Expenses and Encumbrances)	-$698,000
Estimated Ending Fund Balance (6/30/2026)	**$1,021,796**

Trainees: 5

Sensitivity Analysis: Cont. Ed. Surcharge Rates and Revenues in FY 25-26

Surcharge Rate \ Moves	6,250	6,500	6,750	6,943	7,000	7,250	7,500
$20	$625,000	$650,000	$675,000	$694,326	$700,000	$725,000	$750,000
$25	$781,250	$812,500	$843,750	$867,908	$875,000	$906,250	$937,500
$30	$937,500	$975,000	$1,012,500	$1,041,489	$1,050,000	$1,087,500	$1,125,000
$35	$1,093,750	$1,137,500	$1,181,250	$1,215,071	$1,225,000	$1,268,750	$1,312,500
$40	$1,250,000	$1,300,000	$1,350,000	$1,388,652	$1,400,000	$1,450,000	$1,500,000

Sensitivity Analysis: Cont. Ed. Fund Balance (Estimated Ending Fund Balance at 6/30/2026)

Surcharge Rate \ Moves	6,250	6,500	6,750	6,943	7,000	7,250	7,500
$20	$952,470	$977,470	$1,002,470	$1,021,796	$1,027,470	$1,052,470	$1,077,470
$25	$1,108,720	$1,139,970	$1,171,220	$1,195,378	$1,202,470	$1,233,720	$1,264,970
$30	$1,264,970	$1,302,470	$1,339,970	$1,368,959	$1,377,470	$1,414,970	$1,452,470
$35	$1,421,220	$1,464,970	$1,508,720	$1,542,541	$1,552,470	$1,596,220	$1,639,970
$40	$1,577,470	$1,627,470	$1,677,470	$1,716,122	$1,727,470	$1,777,470	$1,827,470

Surcharge and Move combinations that would meet Board's revenue needs in FY 25-26 (+/- 3%).

FY 25-26 estimated Moves and associated Trainee Training revenue and fund balance.

JUMP TO AGENDA

MEETING AGENDA

OPEN MEETING

1. Call to Order and Roll Call. (Chair Rodriguez)
2. Public comment on matters on the agenda or not on the agenda.
3. Approval of the minutes from the Finance Committee meeting held on April 9, 2025. Possible Committee action to approve minutes from the Finance Committee meeting held on April 9, 2025. (Chair Rodriguez)
4. Update from industry and SFBP on status of shipping activity since the end of March 2025 and discussion of shipping trends for the remainder of the fiscal year.
5. Update and discussion on Gartner's cost estimates for the Information Technology Modernization Project (ITMP). (Assistant Director Millspaugh)
6. Review Board fund condition, revenue and expenditure projections and monthly data for all pilotage fees and vessel moves and their effect on Board-approved surcharges.
   a) Review Board Operations Surcharge rate (currently at 5.75% of all pilotage fees, effective January 1, 2025), and the revenues, expenditures, and reserve balance. **Recommendation to the Board to adjust the Board Operations Surcharge rate, if warranted.** (Assistant Director Millspaugh)
   b) Review Pilot Continuing Education Surcharge rate (currently at $45/move, effective January 1, 2025), and the revenues, expenditures, and reserve balance. **Recommendation to the Board to adjust the Pilot Continuing Education Surcharge rate, if warranted.** (Assistant Director Millspaugh)
   c) Review Pilot Boat Surcharge rate (currently at $0.020 per gross registered ton effective April 1, 2025), and the revenues, expenditures, and reserve balance. **Recommendation to the Board to adjust the Pilot Boat Surcharge rate, if warranted.** (Assistant Director Millspaugh)
   d) Review Trainee Training Surcharge rate (currently at $20/trainee/move, effective January 1, 2025), and the revenues, expenditures, and reserve balance. **Recommendation to the Board to adjust the Trainee Training Surcharge rate, if warranted.** (Assistant Director Millspaugh)
7. Discussion regarding the San Francisco Bar Pilots (SFBP)'s audit of financial statement. (Committee Member McIntyre)
8. Comments from the public and Committee members on matters not on the agenda. (Chair Rodriguez)
9. Schedule the next Committee meeting, and proposals for the next Committee meeting agenda. (Chair Rodriguez)
10. Adjournment. (Chair Rodriguez)

JUMP TO AGENDA

APPENDIX

JUMP TO AGENDA

FY 24-25 Forecasting Assumptions

Year	Month	Actual/ Forecast	Gross Tonnage	Draft	Moves
FY 23-24	July	Actual	29,700,952	15,371	689
	August	Actual	28,926,004	15,355	667
	September	Actual	29,390,566	15,310	672
	October	Actual	30,485,693	15,660	677
	November	Actual	25,879,664	13,964	625
	December	Actual	28,187,508	14,168	622
	January	Actual	26,595,536	14,312	625
	February	Actual	26,941,722	13,910	622
	March	Actual	27,688,806	14,654	642
	April	Actual	27,913,252	14,689	629
	May	Actual	27,529,611	14,911	658
	June	Actual	27,958,514	14,964	654
	FY 23-24 Total	**Actual**	**337,197,828**	**177,269**	**7,782**
FY 24-25	July	Actual	26,880,281	13,959	610
	August	Actual	28,295,148	15,006	651
	September	Actual	28,316,311	14,657	633
	October	Actual	29,341,220	14,690	625
	November	Actual	26,585,689	14,323	640
	December	Actual	28,835,680	15,172	656
	January	Actual	26,549,595	13,228	599
	February	Actual	23,351,368	12,541	553
	March	Actual	28,843,281	15,408	640
	April	Actual	27,794,286	14,413	649
	May	Forecast	25,192,200	13,091	595
	June	Forecast	25,113,800	13,031	593
	FY 24-25 Total	**Forecast**	**325,098,859**	**169,520**	**7,444**
		FY 24-25 Total Compared to Prior Year	*-3.6%*	*-4.4%*	*-4.3%*

FY 23-24 Actual

Total Gross Pilotage: **$45.381 million**
Board Operations Revenue: **$2.891 million**
Budget Authority (Favorable/Unfavorable): **$489,073**
Ending Fund Balance (6/30/2024): **$2.181 million**

FY 24-25 Actual + Forecast

Total Gross Pilotage: **$43.562 million**
Board Operations Revenue: **$2.449 million**
Budget Authority (Favorable/Unfavorable): **$22,396**
Ending Fund Balance (6/30/2025): **$2.641 million**

The forecast for May and June 2025 reflects the anticipated changes in shipping activity derived from the Blank Sailing estimates.

JUMP TO AGENDA

FY 25-26 Forecasting Assumptions

Year	Month	Actual/ Forecast	Gross Tonnage	Draft	Moves
FY 23-24	**FY 23-24 Total**	**Actual**	**337,197,828**	**177,269**	**7,782**
FY 24-25	**July**	Actual	26,880,281	13,959	610
	August	Actual	28,295,148	15,006	651
	September	Actual	28,316,311	14,657	633
	October	Actual	29,341,220	14,690	625
	November	Actual	26,585,689	14,323	640
	December	Actual	28,835,680	15,172	656
	January	Actual	26,549,595	13,228	599
	February	Actual	23,351,368	12,541	553
	March	Actual	28,843,281	15,408	640
	April	Actual	27,794,286	14,413	649
	May	Forecast	25,192,200	13,091	595
	June	Forecast	25,113,800	13,031	593
	FY 24-25 Total	**Forecast**	**325,098,859**	**169,520**	**7,444**
FY 25-26	**July**	Forecast	25,035,400	12,971	591
	August	Forecast	24,957,000	12,912	588
	September	Forecast	24,878,600	12,852	586
	October	Forecast	24,800,200	12,792	584
	November	Forecast	24,721,800	12,732	582
	December	Forecast	24,643,400	12,672	580
	January	Forecast	24,565,000	12,613	578
	February	Forecast	24,486,600	12,553	575
	March	Forecast	24,408,200	12,493	573
	April	Forecast	24,329,800	12,433	571
	May	Forecast	24,251,400	12,373	569
	June	Forecast	24,173,000	12,314	567
	FY 24-25 Total	**Forecast**	**295,250,400**	**151,710**	**6,943**
	FY 25-26 Total Compared to Prior Year		*-10.1%*	*-11.7%*	*-7.2%*

FY 25-26 Forecast

Total Gross Pilotage: **$40.920 million**

Board Operations Revenue (at the current 5.75%): **$2.353 million**
Board Operations Revenue (at the current 6.5%): **$2.660 million**
Board Operations Revenue (at the current 7.00%): **$2.864 million**

Budget Authority (Favorable/Unfavorable): **$234,000** (at 5.75%)
Ending Fund Balance (6/30/2026): **$635,298** (at 5.75%)

The forecast for FY 25-26 reflects the anticipated changes in shipping activity derived from the Blank Sailing estimates.

JUMP TO AGENDA

6a-02: Board Operations Tonnage and Revenue

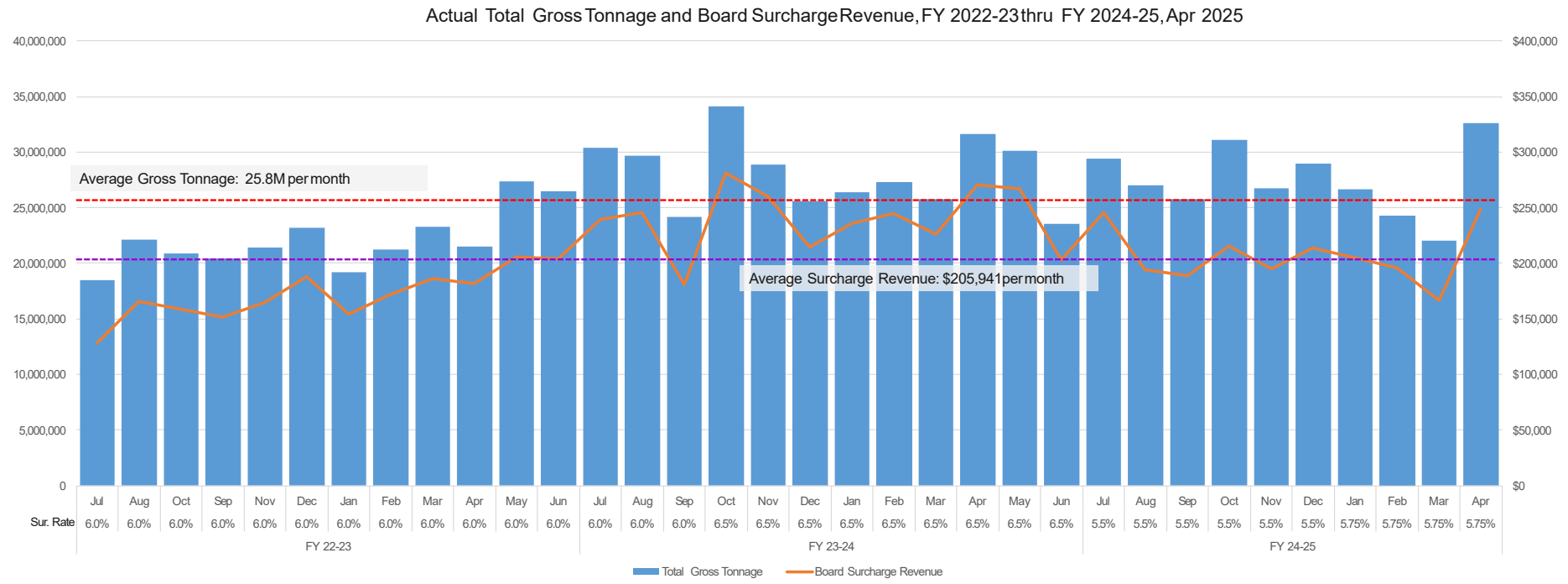
Cash Data

Board Operations Surcharge Report

Finance Committee Meeting Date: May 12, 2025

Reporting Period: Fiscal Year 24-25 thru Apr 2025

Prepared on 5/6/2025



JUMP TO AGENDA

6a-03: Board Operations Fund Balance & Budget Authority

Cash Data

3. Fund Condition Statement for Fiscal Year 2024-2025 (Source: CHP Financial Data from Fi$Cal)												
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
A. Fund Balance, $												
Beginning Fund Balance as of July 1, 2024, $	2,181,152	2,181,152	2,181,152	2,181,152	2,181,152	2,181,152	2,181,152	2,181,152	2,181,152	2,181,152	2,181,152	2,181,152
Prior Year Revenue Adjustments, $	1,461,814.00	1,461,814.00	1,461,814.00	1,461,814.00	1,461,814.00	1,461,814	1,461,814	1,461,814	1,461,814.00	1,461,814.00	1,461,814.00	1,461,814.00
Prior Year Expenditure Adjustments, $	(1,147,272.00)	(1,147,272.00)	(1,147,272.00)	(1,147,272.00)	(1,147,272.00)	(1,147,272)	(1,147,272)	(1,147,272)	(1,147,272.00)	(1,147,272.00)	(1,147,272.00)	(1,147,272.00)
Adjusted Beginning Fund Balance, $	2,495,694	2,495,694	2,495,694	2,495,694	2,495,694	2,495,694	2,495,694	2,495,694	2,495,694	2,495,694	2,495,694	2,495,694
B. YTD Revenues & Expenditures, $												
YTD Actual Revenues,$	659	247,352	441,686	700,758	916,595	1,111,374	1,391,083	1,596,339	1,791,238	-	-	-
YTD Actual Expenditures, $	(100,411)	(202,184)	(318,486)	(437,131)	(559,977)	(682,416)	(801,607)	(920,379)	(1,055,995)	-	-	-
Direct Fund Transfers Out, $	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues, $	(99,752)	45,168	123,200	263,627	356,618	428,958	589,477	675,960	735,243	-	-	-
Ending Fund Balance as of Period Close, $	2,395,942	2,540,862	2,618,894	2,759,321	2,852,312	2,924,652	3,085,171	3,171,654	3,230,937	-	-	-
C. Projected Revenues, Expenditures & Encumbrances, $												
Pro Rata				(187,000)	(187,000)	(187,000)	(187,000)	(187,000)	(187,000)			
Future Revenue Projections, $	2,953,753	2,272,681	2,078,347	2,116,463	1,860,767	1,537,542	1,351,058	1,091,553	871,302	-	-	-
Future Expenditure Projections, $	(1,967,314)	(1,597,295)	(1,504,896)	(1,410,578)	(1,311,649)	(972,407)	(893,379)	(802,816)	(713,862)	-	-	-
Actual Encumbrances to Date, $	(267,679)	(535,925)	(512,022)	(482,895)	(458,978)	(675,781)	(635,618)	(607,409)	(560,747)	-	-	-
Projected Fund Balance as of June 30, 2025, $	3,114,702	2,680,323	2,680,322	2,795,311	2,755,452	2,627,006	2,720,232	2,665,982	2,640,630			

4. Budget Authority Statement for Fiscal Year 2024-2025 (Source: CHP Financial Data from Fi$Cal)												
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Budget Authority, $ [1]	2,353,000	2,353,000	2,353,000	2,353,000	2,353,000	2,353,000	2,353,000	2,353,000	2,353,000	2,353,000	2,353,000	2,353,000
Actual Expenditures to Date, $	(100,411)	(202,184)	(318,486)	(437,131)	(559,977)	(682,416)	(801,607)	(920,379)	(1,055,995)	-	-	-
Encumbrances to Date, $	(267,679)	(535,925)	(512,022)	(482,895)	(458,978)	(675,781)	(635,618)	(607,409)	(560,747)	-	-	-
Estimated Future Expenditures, $	(1,967,314)	(1,597,295)	(1,504,896)	(1,410,578)	(1,311,649)	(972,407)	(893,379)	(802,816)	(713,862)	-	-	-
Total Projected Expenditures, $	(2,335,404)	(2,335,404)	(2,335,404)	(2,330,604)	(2,330,604)	(2,330,604)	(2,330,604)	(2,330,604)	(2,330,604)	-	-	-
Budget Savings/(Defecit), $	17,596	17,596	17,596	22,396	22,396	22,396	22,396	22,396	22,396	-	-	-

JUMP TO AGENDA

6b-02: Continuing Education Moves and Revenue

Cash Data

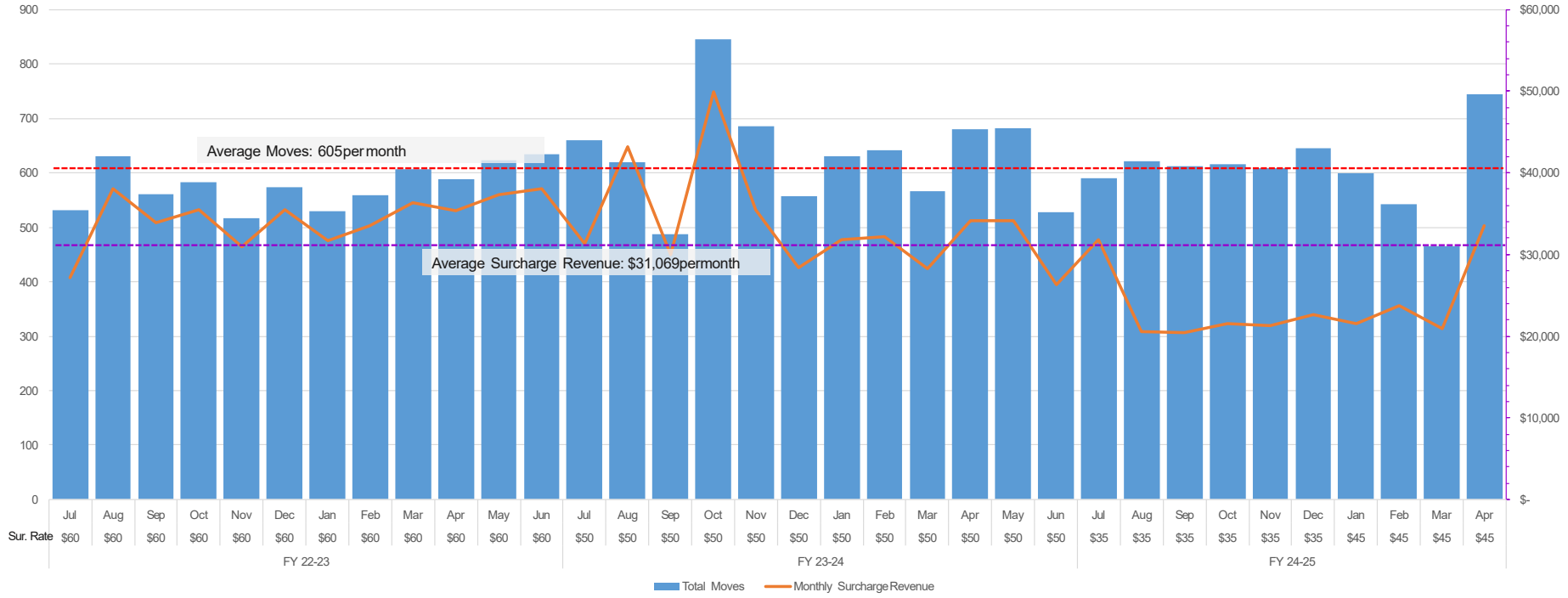
Continuing Education Surcharge Report

Finance Committee Meeting Date: May 12, 2025

Reporting Period: Fiscal Year 24-25 thru Apr 2025

Prepared on 5/6/2025

Actual Continuing Education Moves & Monthly Surcharge Revenue, FY 2022-23 thru FY 2024-25, Apr 2025



JUMP TO AGENDA

6b-03: Continuing Education Fund Balance & Budget Authority

Cash Data

3. Fund Condition Statement for Fiscal Year 2024-2025 (Source: CHP Financial Data from Fi$Cal)												
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
A. Fund Balance, $												
Beginning Fund Balance as of July 1, 2024, $	622,782	622,782	622,782	622,782	622,782	622,782	622,782	622,782	622,782	622,782	622,782	622,782
Prior Year Revenue Adjustments, $	-	-	-	-	269,079	269,079	269,079	269,079	269,079	269,079	269,079	269,079
Prior Year Expenditure Adjustments, $	-	-	-	-	-	-	-	-	-	-	-	-
Adjusted Beginning Fund Balance, $	622,782	622,782	622,782	622,782	891,861	891,861	891,861	891,861	891,861	891,861	891,861	891,861
B. YTD Revenues & Expenditures, $												
YTD Actual Revenues,$	-	31,869	52,429	72,839	94,399	115,679	138,289	159,884	183,659	-	-	-
YTD Actual Expenditures, $	-	-	(96,000)	(96,000)	(106,283)	(106,283)	(106,283)	(106,283)	(149,033)	-	-	-
Direct Fund Transfers Out, $	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues, $	-	31,869	(43,571)	(23,161)	(11,884)	9,396	32,005	53,601	34,625	-	-	-
Ending Fund Balance as of Period Close, $	622,782	654,651	579,211	599,621	879,977	901,257	923,866	945,462	926,486	-	-	-
C. Projected Revenues, Expenditures & Encumbrances, $												
Future Revenue Projections, $	382,424	259,486	238,926	210,357	183,230	160,899	138,289	115,604	107,279	-	-	-
Future Expenditure Projections, $	(318,500)	(18,404)	(18,404)	(18,404)	(18,404)	(18,404)	(18,404)	(18,404)	(18,404)	-	-	-
Actual Encumbrances to Date, $	(93,500)	(393,596)	(297,596)	(297,596)	(287,313)	(287,313)	(287,313)	(287,313)	(244,563)	-	-	-
Projected Fund Balance as of June 30, 2025, $	593,206	502,137	502,137	493,978	757,490	756,439	756,438	755,349	770,799	-	-	-

4. Budget Authority Statement for Fiscal Year 2024-2025 (Source: CHP Financial Data from Fi$Cal)												
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Budget Authority, $	417,380	417,380	417,380	417,380	417,380	417,380	417,380	417,380	417,380	417,380	417,380	417,380
Actual Expenditures to Date, $	-	-	(96,000)	(96,000)	(106,283)	(106,283)	(106,283)	(106,283)	(149,033)	-	-	-
Encumbrances to Date, $	(93,500)	(393,596)	(297,596)	(297,596)	(287,313)	(287,313)	(287,313)	(287,313)	(244,563)	-	-	-
Estimated Future Expenditures, $	(318,500)	(18,404)	(18,404)	(18,404)	(18,404)	(18,404)	(18,404)	(18,404)	(18,404)	-	-	-
Total Projected Expenditures, $	(412,000)	(412,000)	(412,000)	(412,000)	(412,000)	(412,000)	(412,000)	(412,000)	(412,000)	-	-	-
Budget Savings/(Defecit), $	5,380	5,380	5,380	5,380	5,380	5,380	5,380	5,380	5,380	-	-	-

JUMP TO AGENDA

6d-02: Trainee Training Moves and Revenue

Cash Data

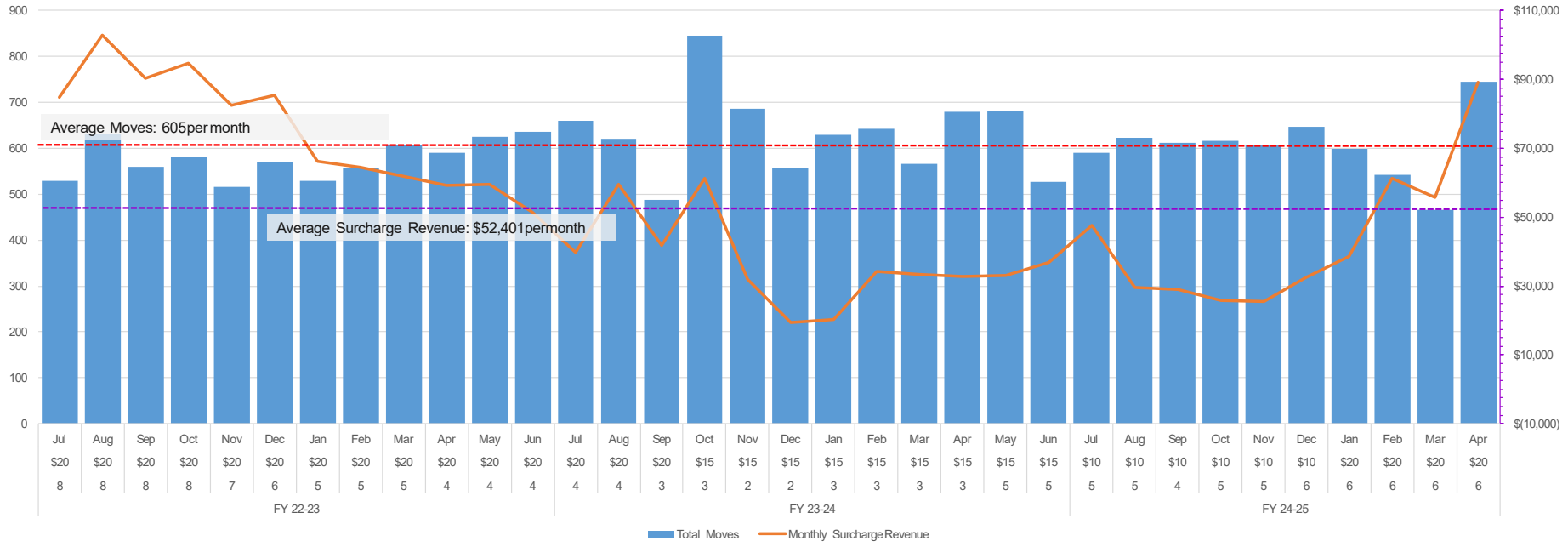
Trainee Training Surcharge Report

Finance Committee Meeting Date: May 12, 2025

Reporting Period: Fiscal Year 24-25 thru Apr 2025

Prepared on 5/6/2025

Actual Trainee Training Moves & Monthly Surcharge Revenue, FY 2022-23 thru FY 2024-25, Apr 2025



JUMP TO AGENDA

6d-03: Trainee Training Fund Balance & Budget Authority

Cash Data

3. Fund Condition Statement for Fiscal Year 2024-2025 (Source: CHP Financial Data from Fi$Cal)												
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
A. Fund Balance, $												
Beginning Fund Balance as of July 1, 2024, $	1,859,056	1,859,056	1,859,056	1,859,056	1,859,056	1,859,056	1,859,056	1,859,056	1,859,056	1,859,056	1,859,056	1,859,056
Prior Year Revenue Adjustments, $	-	-	-	-	(269,079)	(269,079)	(269,079)	(269,079)	(269,079)	(269,079)	(269,079)	(269,079)
Prior Year Expenditure Adjustments, $ [1]	-	-	-	-	-	-	-	-	-	-	-	-
Adjusted Beginning Fund Balance, $	1,859,056	1,859,056	1,859,056	1,859,056	1,589,977	1,589,977	1,589,977	1,589,977	1,589,977	1,589,977	1,589,977	1,589,977
B. YTD Revenues & Expenditures, $												
YTD Actual Revenues,$	-	47,552	77,002	105,907	131,577	156,977	189,557	228,247	289,427	-	-	-
YTD Actual Expenditures, $	(41,266)	(81,266)	(114,333)	(164,578)	(205,352)	(252,578)	(303,188)	(351,188)	(402,090)	-	-	-
Direct Fund Transfers Out, $	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues, $	(41,266)	(33,714)	(37,331)	(58,671)	(73,775)	(95,601)	(113,630)	(122,941)	(112,662)	-	-	-
Ending Fund Balance as of Period Close, $	1,817,790	1,825,342	1,821,725	1,800,385	1,516,202	1,494,376	1,476,347	1,467,036	1,477,315	-	-	-
C. Projected Revenues, Expenditures & Encumbrances, $												
Future Revenue Projections, $	570,629	376,077	346,627	288,825	245,168	222,137	189,557	205,894	284,906	-	-	-
Future Expenditure Projections, $	(697,575)	(535,407)	(502,340)	(470,340)	(429,566)	(359,851)	(311,851)	(263,851)	(215,851)	-	-	-
Actual Encumbrances to Date, $	-	(122,168)	(122,168)	(103,923)	(103,923)	(126,412)	(123,802)	(123,802)	(120,900)	-	-	-
Projected Fund Balance as of June 30, 2025, $	1,690,844	1,543,844	1,543,844	1,514,947	1,227,881	1,230,250	1,230,251	1,285,277	1,425,469	-	-	-

4. Budget Authority Statement for Fiscal Year 2024-2025 (Source: CHP Financial Data from Fi$Cal)												
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Budget Authority, $	1,007,620	1,007,620	1,007,620	1,007,620	1,007,620	1,007,620	1,007,620	1,007,620	1,007,620	1,007,620	1,007,620	1,007,620
Actual Expenditures to Date, $	(41,266)	(81,266)	(114,333)	(164,578)	(205,352)	(252,578)	(303,188)	(351,188)	(402,090)	-	-	-
Encumbrances to Date, $	-	(122,168)	(122,168)	(103,923)	(103,923)	(126,412)	(123,802)	(123,802)	(120,900)	-	-	-
Estimated Future Expenditures, $	(697,575)	(535,407)	(502,340)	(470,340)	(429,566)	(359,851)	(311,851)	(263,851)	(215,851)	-	-	-
Total Projected Expenditures, $	(738,841)	(738,841)	(738,841)	(738,841)	(738,841)	(738,841)	(738,841)	(738,841)	(738,841)	-	-	-
Budget Savings/(Defecit), $	268,779	268,779	268,779	268,779	268,779	268,779	268,779	268,779	268,779	-	-	-

JUMP TO AGENDA

6c-02: Pilot Boat Tonnage and Revenue

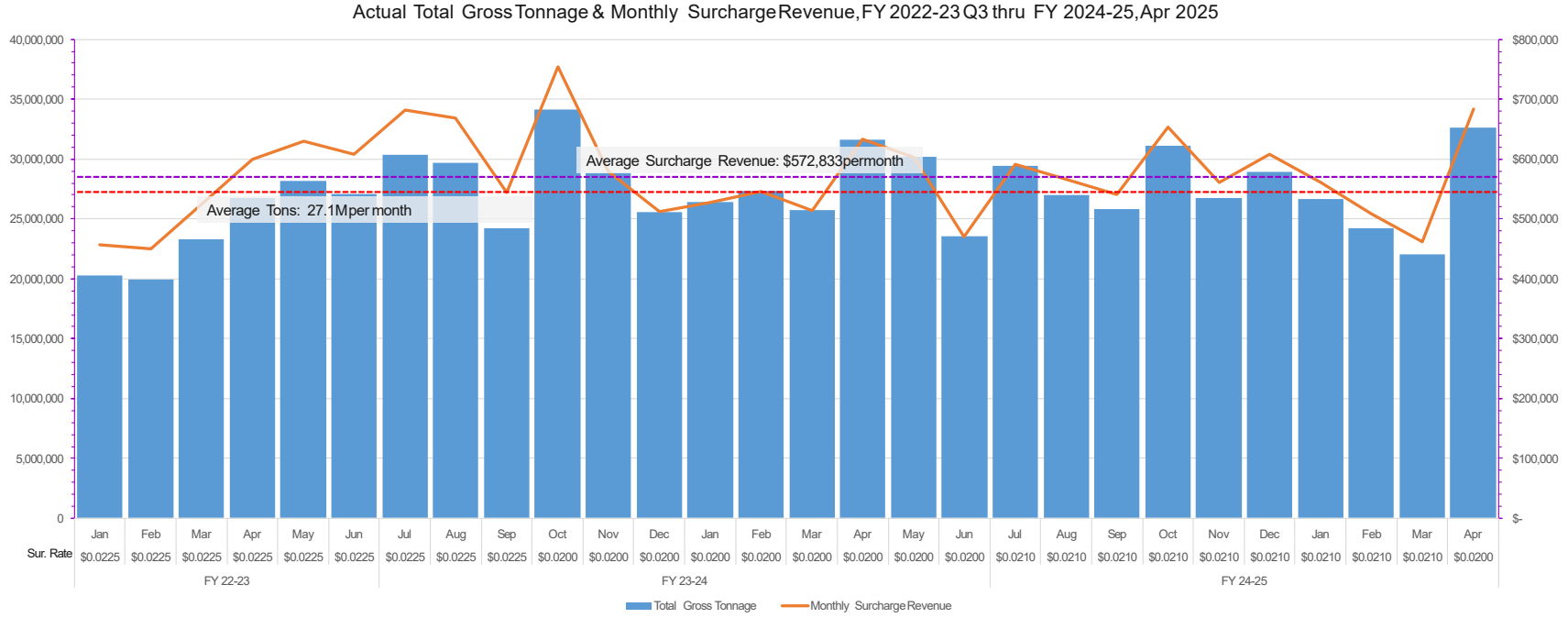
Cash Data

Pilot Boat Surcharge Report

Finance Committee Meeting Date: May 12, 2025

Reporting Period: Fiscal Year 24-25 thru Apr 2025

Prepared on 5/6/2025



JUMP TO AGENDA

6c-03: Pilot Boat Fund Balance & Budget Authority

Cash Data

3. Fund Condition Statement for Fiscal Year 2024-2025 (Source: CHP Financial Data from Fi$Cal)												
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
A. Fund Balance, $												
Beginning Fund Balance as of July 1, 2024, $	8,692,689	8,692,689	8,692,689	8,692,689	8,692,689	8,692,689	8,692,689	8,692,689	8,692,689	8,692,689	8,692,689	8,692,689
Prior Year Revenue Adjustments, $	-	-	-	(1,461,814)	-	-	-	-	-	-	-	-
Prior Year Expenditure Adjustments, $ [1]	(70,966)	(141,932)	(212,898)	1,147,272	1,147,272	1,147,272	1,147,272	1,147,272	1,147,272	1,147,272	1,147,272	1,147,272
Adjusted Beginning Fund Balance, $	8,621,723	8,550,757	8,479,791	8,378,147	9,839,961	9,839,961	9,839,961	9,839,961	9,839,961	9,839,961	9,839,961	9,839,961
B. YTD Revenues & Expenditures, $												
YTD Actual Revenues,$	-	591,708	1,157,514	1,747,968	2,402,031	2,963,521	3,692,098	4,252,449	4,762,043	-	-	-
YTD Actual Expenditures, $	-	-	-	-	(1,816,644)	(1,958,576)	(2,029,542)	(2,100,508)	(2,171,474)	-	-	-
Direct Fund Transfers Out, $	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenues, $	-	591,708	1,157,514	1,747,968	585,387	1,004,945	1,662,556	2,151,941	2,590,569	-	-	-
Ending Fund Balance as of Period Close, $	8,621,723	9,142,465	9,637,305	10,126,115	10,425,348	10,844,906	11,502,517	11,991,902	12,430,530	-	-	-
C. Projected Revenues, Expenditures & Encumbrances, $												
Future Revenue Projections, $	7,100,492	6,203,926	5,638,119	5,507,184	4,788,914	4,179,168	3,643,580.05	2,890,615	2,318,976	-	-	-
Future Expenditure Projections, $	-	-	-	(496,762)	(496,762)	(354,830)	(283,864.25)	(212,898)	(141,932)	-	-	-
Actual Encumbrances to Date, $	-	-	-	-	-	-	-	-	-	-	-	-
Pending CY Expenditure Adjustments				(354,830)	-	-	-	-	-	-	-	-
Projected Fund Balance as of June 30, 2025, $	15,722,215	15,346,391	15,275,424	14,781,707	14,717,499	14,669,244	14,862,233	14,669,619	14,607,574	-	-	-

4. Budget Authority Statement for Fiscal Year 2024-2025 (Source: CHP Financial Data from Fi$Cal)												
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Budget Authority, $	5,000,000	5,000,000	5,000,000	10,126,115	12,241,992	12,803,481	13,532,059	14,092,410	14,602,004	TBD	TBD	TBD
Actual Expenditures to Date, $	-	-	-	(354,830)	(1,816,644)	(1,958,576)	(2,029,542)	(2,100,508)	(2,171,474)	-	-	-
Encumbrances to Date, $	-	-	-	-	-	-	-	-	-	-	-	-
Estimated Future Expenditures, $	-	-	-	(496,762)	(496,762)	(354,830)	(283,864)	(212,898)	(141,932)	-	-	-
Total Projected Expenditures, $	-	-	-	(851,592)	(2,313,406)	(2,313,406)	(2,313,406)	(2,313,406)	(2,313,406)	-	-	-
Budget Savings/(Defecit), $	5,000,000	5,000,000	5,000,000	9,274,523	9,928,586	10,490,075	11,218,653	11,779,004	12,288,598	-	-	-

JUMP TO AGENDA

BOARD OF PILOT COMMISSIONERS
Fund Condition Statement
Fiscal Year 2024-25
As of FI$Cal Period 09

FUND 0290 CONDITION STATEMENT	Board Operations 2030010	Trainee Training 2030019291	Continuing Education 2030019292	Pilot Boat Program 2030026	Fund 0290 Total
Beginning Fund Balance 7/1/2024-FM12 Report	**2,181,152**	**1,859,056**	**622,782**		**4,662,990**
Prior Year Expenditure Adjustments	1,461,814				**1,461,814**
Prior Year Revenue Adjustments	-1,147,272	-269,079	269,079		**-1,147,272**
Adjusted Beginning Fund Balance-FS	**2,495,694**	**1,589,977**	**891,861**	**0**	**4,977,533**
Actual Revenues to Date	1,791,238	289,427	183,659	0	**2,264,324**
Actual Expenditures to Date	-1,055,995	-402,090	-149,033		**-1,607,118**
Direct Fund Transfers Out					
Subtotal	**735,243**	**-112,662**	**34,625**	**0**	**657,206**
Ending Fund Balance 3/31/2025	**3,230,937**	**1,477,315**	**926,487**	**0**	**5,634,738**
Pro-Rata	-187,000	0	0	0	**-187,000**
Future Revenue Projection	871,302	284,906	107,279	0	**1,263,487**
Future Expenditure Projection	-713,862	-215,851	-18,404	0	**-948,117**
Actual Encumbrances to Date	-560,747	-120,900	-244,563	0	**-926,210**
Projected Fund Balance 6/30/2025	**2,640,630**	**1,425,470**	**770,799**	**0**	**4,836,898**

FUND 3439 CONDITION STATEMENT	Pilot Boat Program 2030026	Fund 3439 Total
	8,692,689	**8,692,689**
		0
	1,147,272	1,147,272
	9,839,961	**9,839,961**
	4,762,043	4,762,043
	-2,171,474	-2,171,474
		0
	2,590,569	**2,590,569**
	12,430,530	**12,430,530**
		0
	2,318,976	2,318,976
	-141,932	-141,932
	0	0
	14,607,574	**14,607,574**

BUDGET AUTHORITY STATEMENT - FUND 0290	Board Operations 2030010	Trainee Training 2030019291	Continuing Education 2030019292	Pilot Boat Program 2030026	Fund 0290 Total
Budget Authority	**2,353,000**	**1,007,620**	**417,380**		**3,778,000**
Actual Expenditures to Date	-1,055,995	-402,090	-149,033		**-1,607,118**
Encumbrances to Date	-560,747	-120,900	-244,563		**-926,210**
Estimated Future Expenditures	-713,862	-215,851	-18,404		**-948,117**
Total Projected Expenditures	**-2,330,604**	**-738,841**	**-412,000**		**-3,481,445**
Savings/Deficit	**22,396**	**268,779**	**5,380**		**296,555**

BUDGET AUTHORITY STATEMENT - FUND 3439	Pilot Boat Program 2030026	Fund 3439 Total
	14,602,004	**14,602,004**
	-2,171,474	**-2,171,474**
	0	**0**
	-141,932	**-141,932**
	-2,313,406	**-2,313,406**
	12,288,598	**12,288,598**

JUMP TO AGENDA

BOARD OF PILOT COMMISSIONERS
Revenue
Fiscal Year 2024-25
As of FI$Cal Period 09

BOPC Monthly Analysis Revenue

FY 2023-24 Revenue

Source: SFBP Wire Transfers	FY	FM	AA - Operations 4172500001	AB - Pilot Trainee (Trainee Trng) 4172500003	AC - Serving Pilot (Con't Educ) 4172500002	AD - Pilot Boat Surcharge 4172500005	125600-01 Pilot Trainee Training Application Fee	Totals
FM01 @ 6.5% (AA) - Actuals	23-24	July	239,411	39,674	31,296	681,685		992,066
FM02 @ 6.5% (AA) - Actuals	23-24	Aug	245,993	59,500	43,256	667,899		1,016,648
FM03 @ 6.5% (AA) - Actuals	23-24	Sept	181,299	41,770	29,973	544,236		797,279
FM04 @ 6.5% (AA) - Actuals	23-24	Oct	281,010	61,387	49,909	753,449		1,145,755
FM05 @ 6.5% (AA) - Actuals	23-24	Nov	259,648	31,936	35,459	579,780		906,823
FM06 @ 6.5% (AA) - Actuals	23-24	Dec	214,956	19,446	28,348	512,998		775,748
FM07 @ 6.5% (AA) - Actuals	23-24	Jan	235,697	20,293	31,809	527,401	1,000	816,200
FM08 @ 6.5% (AA) - Actuals	23-24	Feb	244,830	34,306	32,190	546,087		857,413
FM09 @ 6.5% (AA) - Actuals	23-24	Mar	225,904	33,426	28,301	514,672		802,303
FM10 @ 6.5% (AA) - Actuals	23-24	Apr	270,489	32,849	34,094	632,600		970,032
FM11 @ 6.5% (AA) - Actuals	23-24	May	266,955	33,019	34,118	602,978		937,070
FM12 @ 6.5% (AA) - Actual/Projections	23-24	Jun	203,333	36,765	26,250	470,682		737,030
Trainee Application Fees Refund	23-24		-	-	-			-
Escheat-Unclaimed Check/Warrant			1,092.60					1,093
Interest To-Date - Actuals *	23-24		232,322			153,383		385,705
Total YTD Revenue/Interest			**3,102,941**	**444,371**	**405,003**	**7,187,850**	**-**	**11,140,165**
Projected Future Revenue			**-**	**-**	**-**	**-**	**1,000**	**1,000**
Adjustments/Escheat/Unclaimed			**1,093**					**1,093**
Projected Future Interest								**-**
Total Revenue *(not incl. escheat)*			**3,101,848**	**444,371**	**405,003**	**7,187,850**	**1,000**	**11,139,072**

FY 2024-25 Revenue

Source: SFBP Wire Transfers	FY	FM	AA - Operations 4172500001	AB - Pilot Trainee (Trainee Trng) 4172500003	AC - Serving Pilot (Con't Educ) 4172500002	AD - Pilot Boat 4172500005	125600-01 Pilot Trainee Training Application Fee	Totals
FM01 @ 5.5% (AA) - Actuals	24-25	July	246,146	47,552	31,869	591,708		917,275
FM02 @ 5.5% (AA) - Actuals	24-25	Aug	194,334	29,450	20,560	565,806		810,150
FM03 @ 5.5% (AA) - Actuals	24-25	Sept	*189,227*	*28,905*	*20,410*	*541,395*		779,936
FM04 @ 5.5% (AA) - Actuals	24-25	Oct	*215,838*	*25,670*	*21,560*	*654,063*		917,131
FM05 @ 5.5% (AA) - Actuals	24-25	Nov	*194,779*	*25,400*	*21,280*	*561,490*		802,948
FM06 @ 5.5% (AA) - Actuals	24-25	Dec	*213,687*	*32,580*	*22,610*	*607,824*		876,701
FM07 @ 5.75% (AA) - Actuals	24-25	Jan	*205,256*	*38,690*	*21,595*	*560,351*		825,892
FM08 @ 5.75% (AA) - Actuals	24-25	Feb	*195,991*	*61,180*	*23,775*	*509,593*		790,539
FM09 @ 5.75% (AA) - Actuals/Projections	24-25	Mar	*167,004*	*55,738*	*20,902*	*462,041*		705,684
FM10 @ 5.75% (AA) - Projections	24-25	Apr	*248,630*	*89,227*	*33,499*	*683,145*		1,054,501
FM11 @ 5.75% (AA) - Projections	24-25	May	*203,875*	*68,715*	*26,059*	*551,593*		850,242
FM12 @ 5.75% (AA) - Projections	24-25	Jun	*206,503*	*71,227*	*26,820*	*565,593*		*870,142*
Trainee Application Fees Refund	24-25							-
Escheat-Unclaimed Check/Warrant			113					113
Interest To-Date - Actuals *	24-25		135,868			169,813		305,681
Total YTD Revenue/Interest			**1,791,238**	**289,427**	**183,659**	**4,762,043**	**-**	**7,026,367**
Projected Future Revenue			**826,012**	**284,906**	**107,279**	**2,262,372**	**-**	**3,480,570**
Projected Future Interest			**45,289**			**56,604**		**101,894**
Total Revenue			**2,662,539**	**574,334**	**290,938**	**7,081,019**	**-**	**10,608,830**

Notes:

* SMIF interest prorated between Operations/Support and the Pilot Boat Program based upon net total resources after expenditures.

AA - Board Operations Surcharge is a percentage of Pilotage fees charged, and does not include temporary transit fees. Pilotage fees are determined by the depth and weight of the vessel and driven by the # of ships coming in/out. Board Operations Surcharge rate was changed from 6% to 6.5% of all pilotage fees not including temporary transit fees effective 10/1/2023.

AB - Trainee Training Surcharge is based on the # of ship moves and the number of trainees in training. The surcharge rate was changed from $20/trainee/move to $15/trainee/move effective 10/1/2023.

AC - Continued Education Surcharge is a fixed fee per ship move that uses pilot service. Pilot Continuing Education Surcharge was changed to from $60/move to $50/move effective 10/1/2023.

AD - Pilot Boat Surcharge is based upon the gross registered tons of a vessel. The Pilot Boat Surcharge was changed from$0.0225 per gross registered ton to $.0200 per gross registered ton effective 10/1/2023.

JUMP TO AGENDA

BOARD OF PILOT COMMISSIONERS
Contracts
Fiscal Year 2024-25
As of FI$Cal Period 09

Probram	Category	PO No.	Supplier Name	Line Item Description	Sum of Encumbered Amount	Sum of Expensed Amount	Encumbrance Balance
Pilot Continuing Ed	**21. Consulting**	125	**CSU MARITIME ACADEMY**	Pilot Training Services	93,500	42,750	50,750
Pilot Continuing Ed	**21. Consulting**	129	**ARTELIA**	Manned Model Traning	256,000	96,000	160,000
Pilot Continuing Ed	**21. Consulting**	134	**SAN FRANCISCO BAR PILOTS**	Travel_19292	3,296	1,236	2,060
Pilot Continuing Ed	**21. Consulting Total**				**352,796**	**139,986**	**212,810**
Pilot Continuing Ed	**17. Travel Out**	134	**SAN FRANCISCO BAR PILOTS**	Transportation_19292	40,800	9,047	31,753
Pilot Continuing Ed	**17. Travel Out Total**				**40,800**	**9,047**	**31,753**
Pilot Continuing Ed Total					**393,596**	**149,033**	**244,563**
Support	**21. Consulting**	127	**MICHAEL J OCALLAGHAN**	Maritime Investigation Services	3,920	0	3,920
Support	**21. Consulting**	128	**JEFFREY HILL**	Maritime Investigation Services	4,400	384	4,016
Support	**21. Consulting**	131	**STATE CONTROLLER**	Expedited Warrant Release Services	333	0	333
Support	**21. Consulting**	134	**SAN FRANCISCO BAR PILOTS**	Surcharges_0010	7,725	1,932	5,793
Support	**21. Consulting**	135		Misc.. Services	152,000	0	152,000
Support	**21. Consulting**	136	**STATE CONTROLLER**	Audit Services	95,777	0	95,777
Support	**21. Consulting**	137	**REGENTS OF THE UNIV OF CA SF**	Medical Fitness Determination Services	153,282	11,390	141,892
Support	**21. Consulting**	139	**MCCLURE ELECTRIC INC**	Electrical Repair Services	681	681	0
Support	**21. Consulting Total**				**418,118**	**14,387**	**403,731**
Support	**14. Postage**	126		Delivery Services	450	146	304
Support	**14. Postage Total**				**450**	**146**	**304**
Support	**19. Facilities**	124	**GC EM CUBE LLC**	LEASE 6256-001 BOARD OF PILOT COMMISSIONERS 600 DAVIS STREET, SAN FRANCISCO, CA 94111	291,131	217,273	73,858
Support	**19. Facilities Total**				**291,131**	**217,273**	**73,858**
Support	**23. Info Tech**	132	**CALIFORNIA DEPT OF TRANS**	IT Support Services	38,410	19,205	19,205
Support	**23. Info Tech**	133	**CALIFORNIA DEPT OF TRANS**	IT Support Services	85,360	0	85,360
Support	**23. Info Tech Total**				**123,770**	**19,205**	**104,565**
Support Total					**833,469**	**251,011**	**582,458**
Trainee Training	**21. Consulting**	130		Trainee Drug Testing Services	3,333	0	3,333
Trainee Training	**21. Consulting**	134	**SAN FRANCISCO BAR PILOTS**	Meal Servie_19291	69,216	10,815	58,401
Trainee Training	**21. Consulting**	134	**SAN FRANCISCO BAR PILOTS**	Dispatch_Servis_19291	47,067	7,350	39,717
Trainee Training	**21. Consulting**	134	**SAN FRANCISCO BAR PILOTS**	Admin Support_19291	2,472	0	2,472
Trainee Training	**21. Consulting**	134	**SAN FRANCISCO BAR PILOTS**	Internet_19291	80	80	0
Trainee Training	**21. Consulting**	137	**REGENTS OF THE UNIV OF CA SF**	Medical Fitness Determination Services	22,488	2,610	19,878
Trainee Training	**21. Consulting Total**				**144,657**	**20,855**	**123,802**
Trainee Training Total					**144,657**	**20,855**	**123,802**
Grand Total					**1,371,722**	**420,899**	**950,823**

JUMP TO AGENDA

BOARD OF PILOT COMMISSIONERS
Trainee Stipends
Fiscal Year 2024-25
As of FI$Cal Period 09

Trainee Stipends: Multi 3-Year Agreements
$8,000 per month per trainee

FY 2023-24

#	Trainee Name and Start Date	Exp. / Graduation Date	New/Remaining Contract Amount		Jul *Actuals*	Aug *Actuals*	Sept *Actuals*	Oct *Actuals*	Nov *Actuals*	Dec *Actuals*	Jan *Actuals*	Feb *Actuals*	Mar *Actuals*	Apr *Actual*	May *Actual*	Jun *Actual*	YTD Totals	Projected Totals	Remaining Funds for FY 2023-24
1	Olmsted - 10/1/20	Exp. 9/21/2023			8,000	8,000	5,600	-	-	-	-	-	-	-	-	-	**21,600**	-	**(21,600)**
2	Pascucci - 5/10/21	Exp. 8/24/2023			8,000	6,194	-	-	-	-	-	-	-	-	-	-	**14,194**	-	**(14,194)**
3	Burns - 11/2/21	Exp. 8/24/2023			8,000	6,194	-	-	-	-	-	-	-	-	-	-	**14,194**	-	**(14,194)**
4	Meyer - 4/22/22	Exp. 11/02/2023			8,000	8,000	8,000	8,000	533	-	-	-	-	-	-	-	**32,533**	-	**(32,533)**
5	Gallo - 8/22/23	Exp. 8/21/2026	**288,000**		-	2,581	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	**82,581**		**205,420**
6	Barron - 8/22/23	Exp. 8/21/2026	**288,000**		-	2,581	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	**82,581**		**205,420**
7	Johnson - 01/09/2024	Exp. 01/08/2027	**288,000**		-	-	-	-	-	-	5,935	8,000	8,000	8,000	8,000	8,000	**45,935**		**242,065**
8	Shuler - 01/09/2024	Exp. 01/08/2027			-	-	-	-	-	-	Resigned						-	-	-
9	Johnston - 05/08/2024	Exp. 05/07/2027	**288,000**		-	-	-	-	-	-	-	-	-	6,194	8,000	8,000	**14,194**		**273,806**
10	Ajax - 05/08/2024	Exp. 05/07/2027	**288,000**		-	-	-	-	-	-	-	-	-	6,194	8,000	8,000	**14,194**		**273,806**
11																	-	-	-
12																	-	-	-
13																	-	-	-
		TOTAL	**1,440,000**	-	**32,000**	**33,548**	**29,600**	**24,000**	**16,533**	**16,000**	**21,935**	**24,000**	**24,000**	**36,388**	**40,000**	**40,000**	**322,005**	-	**1,117,995**

FY 2024-25

Update formulas monthly

#	Trainee Name and Start Date	Exp. / Graduation Date	New/Remaining Contract Amount		Jul *Actuals*	Aug *Actuals*	Sept *Actuals*	Oct *Actuals*	Nov *Actuals*	Dec *Actuals*	Jan *Actuals*	Feb *Actuals*	Mar *Actuals*	Apr *Actuals/ Projections*	May *Projections*	Jun *Projections*	YTD Totals	Projected Totals	Remaining Funds for FY 2024-25
1	Gallo - 8/22/23	Exp. 8/21/2026	**205,420**		8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	**64,000**	**32,000**	**109,420**
2	Barron - 8/22/23	Exp. 8/21/2026	**205,420**		8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	**64,000**	**32,000**	**109,420**
3	Johnson - 01/09/2024	Exp. 01/08/2027	**242,065**		8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	**64,000**	**32,000**	**146,065**
4	Johnston - 05/08/2024	Exp. 05/07/2027	**273,806**		8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	**64,000**	**32,000**	**177,806**
5	Ajax - 05/08/2024	Exp. 05/07/2027	**273,806**		8,000	8,000	1,067	Resigned	-	-	-	-	-	-	-	-	**17,067**	-	**256,739**
6	Thinger -10/29/2024	Exp. 10/28/2027	**288,000**		-	-	-	774	8,000	8,000	8,000	8,000	8,000	8,000	8,000	8,000	**32,774**	**32,000**	**223,226**
7	Ahrens - 12/04/2024	Exp. 12/3/2027	**288,000**		-	-	-	-	-	7,226	8,000	8,000	8,000	4,533			**23,226**	**12,533**	**252,241**
8																	-	-	-
9																	-	-	-
10																	-	-	-
11																	-	-	-
12																	-	-	-
		TOTAL	**1,776,516**	-	**40,000**	**40,000**	**33,067**	**32,774**	**40,000**	**47,226**	**48,000**	**48,000**	**48,000**	**44,533**	**40,000**	**40,000**	**329,066**	**172,533**	**1,274,916**

JUMP TO AGENDA

BOARD OF PILOT COMMISSIONERS
Training
Fiscal Year 2024-25
As of FI$Cal Period 09

Trainee Training Expenditures - Current Year 2024-25

	FY 23/24	FY 24/25 Actuals														
Category	Past Year Expenditures	July	August	September	October	November	December	January	February	March	YTD Expenditures	YTD Encumbrance	YTD Total	Balance (Proj Budget - YTD)	Projected Expenditures	Previous Projection	Difference
08. Workers Comp	12,592	1,266									1,266		1,266	11,734	13,000	13,000	0
20. Attorney General (DOJ)	29,049												0	30,000	30,000	30,000	0
21. Consulting	141,427				18,245			2,610		2,902	23,757	120,900	144,657	85,343	230,000	230,000	0
26. Other (Stipend)	322,004	40,000	40,000	33,067	32,000	40,774	47,226	48,000	48,000	48,000	377,067		377,067	88,774	465,841	465,841	0
YTD Expenditures	505,072	41,266	40,000	33,067	50,245	40,774	47,226	50,610	48,000	50,902	402,090	120,900	522,990	215,851	738,841	738,841	0

Pilot Cont Ed Expenditures - Current Year 2024-25

	FY 23/24	FY 24/25 Actuals														
Category	Past Year Expenditures	July	August	September	October	November	December	January	February	March	YTD Expenditures	YTD Encumbrance	YTD Total	Balance (Proj Budget - YTD)	Projected Expenditures	Previous Projection	Difference
16. Travel In	0												0	0	0	0	0
17. Travel Out	50,790					9,047					9,047	31,753	40,800	16,200	57,000	57,000	0
18. Training	0												0	0	0	0	0
21. Consulting	139,200			96,000		1,236				42,750	139,986	212,810	352,796	2,204	355,000	355,000	0
YTD Expenditures	189,990			96,000		10,283				42,750	149,033	244,563	393,596	18,404	412,000	412,000	0

JUMP TO AGENDA

BOARD OF PILOT COMMISSIONERS
Support 2,353,000 0290 is by ENY
Fiscal Year 2024-25 2,330,604 3439 is by FY
As of FI$Cal Period 09 22,396

Data comes from Summary Data tab.

Support

	FY 23/24	FY 24/25 Actuals														Projected	
Category	Past Year Expenditures	01 -July	02 - August	03 - September	04 - October	05 - November	06 - December	07 - January	08 - February	09 - March	10 - April	11 - May	12 -June	YTD Expenditures	YTD Encumbrance	YTD Total	Balance (Proj Budget - YTD)	Projected Expenditures
01. Salaries	480,537	48,517	51,417	50,357	50,357	50,357	50,357	50,357	50,357	52,076				454,152		454,152	149,352	603,504
02. Board Fee	19,200	1,200	1,200	1,200	1,200	1,200	1,200	5,893	3,060	2,266				18,419		18,419	3,181	21,600
05. OASDI	26,670	2,833	3,009	2,945	2,945	2,367	2,903	3,180	2,987	3,064				26,234		26,234	9,766	36,000
06. Hlth/Dtal/Vsion	11,557	2,617	2,611	2,611	2,611	2,611	2,815	2,815	2,812	2,806				24,310		24,310	11,690	36,000
07. Retirement	165,788	14,126	14,742	14,434	14,434	14,434	14,434	15,539	14,592	14,592				131,326		131,326	46,674	178,000
08. Workers Comp	1,017	377			420			420						1,217		1,217	283	1,500
09. Medicare	6,809	680	721	706	706	706	700	768	734	741				6,463		6,463	3,537	10,000
10. Other Benefits*	40,253	3,348	3,355	3,355	3,386	3,355	4,455	4,486	3,612	1,926				31,277		31,277	9,723	41,000
11. General Exp	9,387					1,572				76				1,648		1,648	9,352	11,000
12. Printing	5,703							1,634	356					1,989	0	1,989	4,011	6,000
13. Communications	4,109		379	366	348	401	68	661	357	367				2,947		2,947	1,553	4,500
14. Postage	751				92	15			47	18				171	286	458	542	1,000
15. Insurance	9															0	100	100
16. Travel In	182		196	562	487	450	350	365	681	354				3,445		3,445	1,755	5,200
17. Travel Out	0															0	0	0
18. Training	119				250				460					710		710	290	1,000
19. Facilities	293,723	23,902	23,902	23,902	24,818	26,720	24,842	24,619	25,559	25,587				223,853	73,858	297,711	2,289	300,000
20. Attorney General (DOJ)	103,598			13,104	6,954	3,300	6,783	1,881	5,861	5,472				43,354		43,354	66,646	110,000
21. Consulting	1,113,971				1,932	1,177	850	11,390	1,269	21,693				38,311	382,038	420,349	305,851	726,200
22. Data Ctrs	19,615															0	20,000	20,000
23. Info Tech	166,540	2,811	3,052	5,519	10,482	5,834	15,520	9,006	(7,925)	4,248				48,547	104,565	153,112	1,888	155,000
25. Equipment	60,593									331				331	0	331	60,669	61,000
27. Other Items of Expense	1,394		(2,811)	(2,760)	(2,776)	(2,797)	(2,838)	(2,679)	13,953	0				(2,708)		(2,708)	4,708	2,000
YTD Expenditures	2,531,525	100,411	101,773	116,302	118,645	111,702	122,439	130,335	118,773	135,616				1,055,995	560,747	1,616,742	713,862	2,330,604

JUMP TO AGENDA

BOARD OF PILOT COMMISSIONERS
Summary
Fiscal Year 2024-25
As of FI$Cal Period 09

0290 is by ENY
3439 is by FY

Comparison of Budget Authority with Forecasted Expenditures

Support - Fund 0290 - 2030010

	FY 23/24	FY 24/25						
Category	**Actual Expenditures**	**YTD Expenditures**	**YTD Encumbrance**	**YTD Totals**	**Projected Expenditures**	**Projected Expenditure Adjustments**	**Projected Adjusted Expenditure Totals**	**Projected Balance**
01. Salaries	480,537	454,152		454,152	603,504		603,504	149,352
02. Board Fee	19,200	18,419		18,419	21,600		21,600	3,181
05. OASDI	26,670	26,234		26,234	36,000		36,000	9,766
06. Hlth/Dtal/Vsion	11,557	24,310		24,310	36,000		36,000	11,690
07. Retirement	165,788	131,326		131,326	178,000		178,000	46,674
08. Workers Comp	1,017	1,217		1,217	1,500		1,500	283
09. Medicare	6,809	6,463		6,463	10,000		10,000	3,537
10. Other Benefits	40,253	31,277		31,277	41,000		41,000	9,723
11. General Exp	9,387	1,648		1,648	11,000		11,000	9,352
12. Printing	5,703	1,989	0	1,989	6,000		6,000	4,011
13. Communications	4,109	2,947		2,947	4,500		4,500	1,553
14. Postage	751	171	286	458	1,000		1,000	542
15. Insurance	9			-	100		100	100
16. Travel In	182	3,445		3,445	1,200	4,800	6,000	2,555
17. Travel Out	-			-	-		-	-
18. Training	119	710		710	200		200	(510)
19. Facilities	293,723	223,853	73,858	297,711	300,000		300,000	2,289
20. Attorney General (DOJ)	103,598	43,354		43,354	110,000		110,000	66,646
21. Consulting	1,113,971	38,311	382,038	420,349	750,000	(17,300)	732,700	312,351
22. Data Ctrs	19,615			-	20,000		20,000	20,000
23. Info Tech	166,540	48,547	104,565	153,112	136,000	12,500	148,500	(4,612)
25. Equipment	60,593	331	0	331	61,000		61,000	60,669
27. Other Items of Expense	1,394	(2,708)		(2,708)	2,000		2,000	4,708
Support Total	**2,531,525**	**1,055,995**	**560,747**	**1,616,742**	**2,330,604**	**-**	**2,330,604**	**713,862**

Trainee Training - Fund 0290 - 2030019 - 291

	FY 23/24	FY 24/25						
Category	**Expenditures**	**YTD Expenditures**	**YTD Encumbrance**	**YTD Totals**	**Projected Expenditures**	**Projected Expenditure Adjustments**	**Projected Adjusted Expenditure Totals**	**Projected Balance**
08. Workers Comp	17,764	1,266		**1,266**	13,000		13,000	11,734
20. Attorney General (DOJ)	58,080			-	30,000		30,000	30,000
21. Consulting	106,267	23,757	120,900	**144,657**	230,000		230,000	85,343
26. Other (Stipend)	542,511	377,067		**377,067**	465,841		465,841	88,774
Trainee Training Total	**724,622**	**402,090**	**120,900**	**522,990**	**738,841**	**-**	**738,841**	**215,851**

Pilot Cont Ed - Fund 0290 - 2030019 - 292

	FY 22/23	FY 24/25						
Category	**Expenditures**	**YTD Expenditures**	**YTD Encumbrance**	**YTD Totals**	**Projected Expenditures**	**Projected Expenditure Adjustments**	**Projected Adjusted Expenditure Totals**	**Projected Balance**
16. Travel In	-			-	-		-	-
17. Travel Out	-	9,047	31,753	**40,800**	57,000		57,000	16,200
18. Training	256,000			-	-		-	-
21. Consulting	151,380	139,986	212,810	**352,796**	355,000		355,000	2,204
Trainee Training Total	**407,380**	**149,033**	**244,563**	**393,596**	**412,000**	**-**	**412,000**	**18,404**

Pilot Boats - Fund 0290 - 2030026

	FY 23/24	FY 24/25						
Category	**Expenditures**	**YTD Expenditures**	**YTD Encumbrance**	**YTD Totals**	**Projected Expenditures**	**Projected Expenditure Adjustments**	**Projected Adjusted Expenditure Totals**	**Projected Balance**
25. Equipment	1,106,984	(1,461,814)		**(1,461,814)**	-		-	1,461,814
Trainee Training Total	**1,106,984**	**(1,461,814)**		**(1,461,814)**	**-**	**-**	**-**	**1,461,814**

Pilot Boats - Fund 3439 - 2030026

	FY 23/24	FY 24/25						
Category	**Expenditures**	**YTD Expenditures**	**YTD Encumbrance**	**YTD Totals**	**Projected Expenditures**	**Projected Expenditure Adjustments**	**Projected Adjusted Expenditure Totals**	**Projected Balance**
25. Equipment	1,106,984	2,171,474		**2,171,474**	2,313,406		2,313,406	141,932
Trainee Training Total	**1,106,984**	**2,171,474**		**2,171,474**	**2,313,406**	**-**	**2,313,406**	**141,932**

JUMP TO AGENDA

Agenda Item 11: Incident Review Committee (IRC) — Reportable Piloting Events

Agenda Item 11A: Presentation of IRC report regarding the September 25, 2024, event involving the bulk carrier Motor Vessel (M/V) KONA TRADER which made unintended contact with the pier in the Port of Stockton

BOARD OF PILOT COMMISSIONERS
FOR THE BAYS OF
SAN FRANCISCO, SAN PABLO, AND SUISUN

INCIDENT REVIEW COMMITTEE
INVESTIGATION REPORT

REPORT OF THE DOCKING OF THE M/V KONA TRADER AT THE PORT OF STOCKTON, BERTH 12/13, ON SEPTEMBER 25, 2024
PILOT: CAPTAIN MATTHEW STEVENS

JUMP TO AGENDA

INCIDENT REVIEW COMMITTEE
INVESTIGATION REPORT

REPORT OF THE DOCKING OF THE M/V KONA TRADER AT THE PORT OF STOCKTON, BERTH 12/13, ON SEPTEMBER 25, 2024 PILOT: CAPTAIN MATTHEW STEVENS

I. INTRODUCTION

1. On the afternoon of September 25, 2024, the M/V KONA TRADER (hereinafter KONA TRADER) was transiting from Anchorage 9 to the Port of Stockton. The KONA TRADER is a 738-foot-long bulk carrier that was bound for the Port of Stockton. Captain Matthew Stevens was assigned as the pilot.

2. Captain Stevens boarded the ship at Anchorage 9 at approximately 0630 hours. Captain Stevens was accompanied by Board of Pilot Commissioners trainee pilot Captain Christian Barron. While Captain Stevens was introducing himself to the ship's master, Captain Hernando, he requested permission for Captain Barron to handle the vessel under his supervision, to which Captain Hernando agreed.

3. Following introductions, Captain Barron conducted a brief Master/Pilot information exchange, which included a review of the route[1], the information the ship shared on the Pilot Card, and whether there were any vessel deficiencies (none were noted). Captain Barron also informed the master of the UKC requirements, that they would clear the Union Pacific Railroad Bridge by "about two meters," that he should have a crewmember forward with the anchor ready for emergency, and that they would be "in harbor" at about 1445 hours.

4. The vessel departed Anchorage 9 at approximately 0700 hours. The transit upriver was anticipated to take approximately seven hours, and the plan included Captain Barron handling the vessel throughout the transit.

5. The transit upriver was without incident. Captain Stevens was impressed with Captain Barron's work during the transit, and he decided to allow Captain Barron to dock the ship as well. This decision was made based on Captain Barron's time in the training program (over 12 months) and from observing his work coming upriver.

6. As the ship approached the entrance to the Port of Stockton (1415 hours), Captain Barron again engaged the Master by discussing the tugboat arrangements, by instructing him that there will be three boats assisting, one on each bow and that the third tug will be made fast on the starboard quarter when the speed comes down. He added that when they come alongside the berth, they will let go the portside tug and she will "slide out of the way." He also inquired of the Master if he had been to Stockton (Berth) 12.[2] That question was followed up by the following instruction to the

[1] This review of the route was very cursory and consisted of the pilot asking the master if he had been to Stockton before and if he was familiar with the route.
[2] On a review of the VDR recording, no verbal response to this question was heard, although there may have been a non-verbal response, such as a head nod.

Master: "As we approach the berth, if you can have the mate on the bow give distances, opening and closing."

7. At approximately 1435 hours, Captain Barron ordered two of the three tugs assigned to the job, to be made fast: The CLEO J. BRUSCO (hereinafter CLEO) on the port bow, and the PATRIOT on the starboard bow. The third tug, the SHARON BRUSCO (hereinafter SHARON), was standing by ready to put a line on the starboard quarter.

8. The maneuver called for the bow to approach the dock, then with a combination of tug assist and ship's engines, for the ship to rotate to starboard approximately 120 degrees and come alongside the pier. The turning basin at Berth 12/13 is a tight, trapezoidal pocket (See Figure 1, below), which means that the vessel's stern approaches the edge of the channel to the north, while the bow moves south into the pocket as it approaches the pier.

9. As the ship moved toward the dock (1519 hours) the CLEO, on the port bow, reported approximately 300 feet between the KONA TRADER's bow and "the loader,"

10. In order to visually confirm the vessel's position and verify the information provided by his PPU, Captain Stevens went to the port bridge wing to check the distances between the stern of the vessel and the edge of the charted channel. In his statement, Captain Stevens notes he saw more room astern of the KONA TRADER than indicated by his PPU, which meant that the vessel's bow was close to the berth. Captain Stevens also notes that neither he nor Captain Barron had received a distance report from the KONA TRADER crew member stationed on the bow at this point.

11. As Captain Stevens was returning into the wheelhouse, the master of the KONA TRADER reported (at 1521 hours) the Master relayed a report from the bow of "distance forward of four-zero."[3] The vessel speed at the time of that report was 1.5 knots over the ground. Less than a half-minute later, the Master relayed a report from the bow of "distance 20 meters."

12. Captain Stevens instructed Captain Barron to reverse the vessel. Captain Barron immediately complied, ordering dead slow astern on the engine and the PATRIOT to back half alongside for brakes. Quickly thereafter, Captain Barron ordered the engine slow astern and the CLEO to push half to increase the rotation on the bow. Subsequently, the PATRIOT was ordered back full alongside, and the engine was ordered half astern (1520 hours).

13. Following these maneuvers, the crew member on the bow reported, through the master, that the KONA TRADER had allided with the berth (1522 hours).

14. Captain Barron backed the ship away from the dock and shortly thereafter proceeded to moor the ship in Berth 12/13 without further incident.

15. The Port Agent notified the Executive Director of the incident by telephone the day it occurred. Subsequently, the Port Agent sent the Executive Director an email containing additional information about the incident.

[3] There as apparently an assumption that this reporting was in meters, but this information was not apparent from the VDR recording, although a later verbal report did identify the distance units being reported.

16. Captains Stevens and Barron underwent normal post-incident chemical testing.

17. The Incident Review Committee consists of Commission Vice President Joanne Hayes-White as Chairman and Executive Director Allen Garfinkle. The IRC prepared this report pursuant to California Harbors and Navigation Code Section 1180.3 and Title 7, California Code of Regulations Section 210.

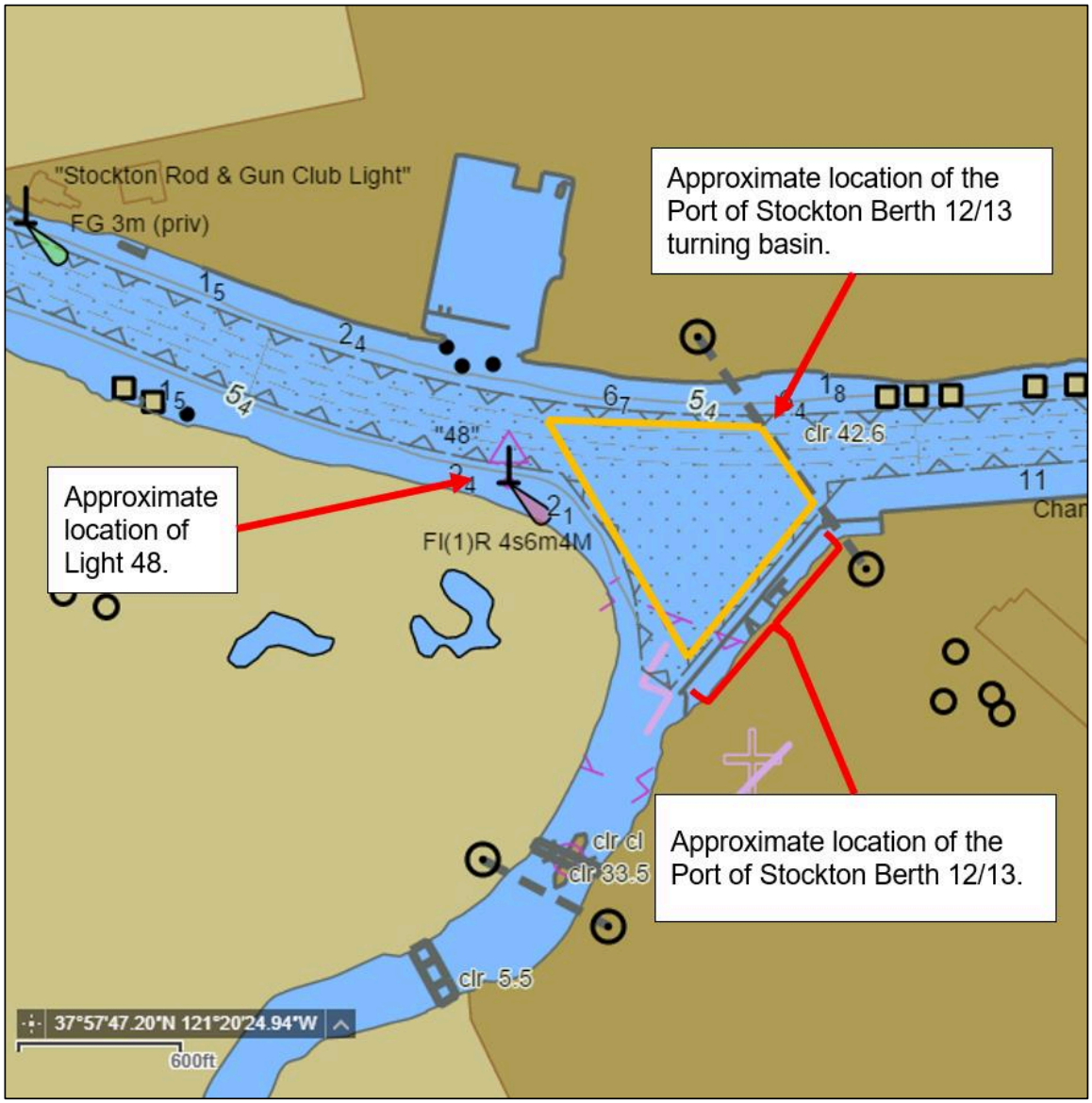


Figure 1. Port of Stockton Turning Basin with Approximate Annotations by the IRC. Chart Source: Office of Coast Survey, National Oceanic and Atmospheric Administration, U.S. Department of Commerce at https://www.nauticalcharts.noaa.gov/enconline/enconline.html.

II. TABLE OF ABBREVIATIONS

Abbreviations in the report refer to the following:

AIS	Automatic Identification System
ATB	Articulated Tug Barge
FOIA	Freedom of Information Act
FRMS	Fatigue Risk Management System
IRC	Incident Review Committee
Lt.	Light
MISLE	Marine Information for Safety and Law Enforcement
PPU	Portable Pilot Unit
SFBP	San Francisco Bar Pilots
SOG	Speed Over Ground
UKC	Under Keel Clearance
USCG or **CG**	United States Coast Guard or Coast Guard
UTC	Coordinated Universal Time

III. FINDINGS OF FACTS

1. Vessel Identification and Description

KONA TRADER is a bulk carrier registered in Cyprus. It was built in 2007.

Vessel Particulars:

Length: 738 feet Beam: 105.8 feet
Gross Tonnage: 39,737 gross tons
Owner: Nefelia Shipping S.A., Marshall Islands
Management: Horizon Bulker S.A. Athens, Greece
Agent: Fillette Green Shipping Services, Houston, Texas

Figure 2. M/V Kona Trader, circa 2021.

Figure 3. M/V Kona Trader, circa 2019.

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1. Date of vessel movement

Date and Time: September 25, 2024, approximately 1524 hours
Location: Port of Stockton, Stockton, California

3. Identification of Pilot

San Francisco Bar Pilot: Captain Matthew Stevens

4. Weather and Sea Conditions

A. Weather Conditions

The weather conditions in Stockton at the time of the transit were as follows:

Wind: northwest, decreasing from 12 to 7 miles per hour
Visibility: good
Weather: clear and sunny

B. Tidal Information

Calculated under keel clearance at Port of Stockton, Berth 12/13:

- Controlling depth = 38' 00"
- Height of tide at 1500 = + 2 05"
- Depth at 1500 = 40' 05"
- Deep Draft (aft) 28' 02"
- UKC at docking (1500) 12' 03"

5. Statement of the Pilot

a. Captain Stevens was well rested prior to piloting the KONA TRADER, having gotten a full night's sleep the two nights prior. The scheduled ride time for Captain Stevens to leave Pier 9 was 0615 hours.

b. Prior to boarding the vessel, Captain Stevens reviewed all of the information needed to conduct the vessel from Anchorage 9 to Stockton Berth 12/13, including tides, currents, traffic, and applicable guidelines.

c. After boarding the vessel, he introduced himself to the master. He requested and received the master's permission for the trainee pilot, Captain Christian Barron, who was accompanying him to handle the vessel under his supervision. Captain Barron then conducted an extensive Master/Pilot information exchange wherein they reviewed the route, discussed the pilot card information and vessel deficiencies. No deficiencies were reported.

d. The KONA TRADER got underway for Stockton Berth 12/13 at approximately 0700 hours. The entire transit was estimated to take approximately seven hours with Captain Barron conning the vessel for the entire trip.

e. Captain Stevens observed Captain Barron throughout the transit. According to Captain Stevens, the Pilot Trainee demonstrated skill and professionalism.

f. During the transit, Captain Stevens also observed the KONA TRADER's bridge personnel whom he judged as competent, both in their handling of the vessel and in their responses to Captain Barron's orders.

g. Based on Captain Barron's performance during the transit, his more than 12 months of training, and prior experience as an ATB captain, Captain Stevens decided that Captain Barron should be allowed to dock the KONA TRADER.

h. At approximately 1416 hours, as the KONA TRADER was approaching the de facto entrance to the Port of Stockton known as the "west end." Captain Barron asked the master to position a crew member on the bow to provide distances to the dock. The master agreed.

i. At approximately 1435, Captain Barron asked to make fast two of the three assist tugs. The CLEO was made fast on the port bow; the PATRIOT was made fast on the starboard bow. The third tug, SHARON, was standing by ready to put a line on the starboard quarter.

j. Captain Stevens stated that he has certain speed goals when working in the Port of Stockton. These include slowing the vessel incrementally to maintain positive steering and minimize hydraulic interaction with other vessels. According to Captain Stevens, Captain Barron met these goals as the vessel approached the turning basin. For example, at 1500, the KONA TRADER passed a vessel docked at the Rough and Ready Island Berth 14 at a speed of 3.0 knots, assisted by the tugs PATRIOT and CLEO.

k. At 1506, Captain Stevens discussed safe speeds in the maneuvering area with Captain Barron. At 1509, Captain Stevens discussed testing the engine astern before entering the maneuvering area with Captain Barron.

l. At 15:18:50 hours, the tug CLEO reported that the vessel was 300 feet from the dock.

m. Captain Stevens noted that he subsequently moved to the port wing to visually confirm the vessel's position in the channel. From the port bridge wing, Captain Stevens realized that there was more room astern than he anticipated based on the information reported by his PPU, an indication that the vessel's bow was getting close to the dock.

n. Upon returning to the bridge, Captain Stevens noted that the master reported a distance to the dock of 40 meters (approximately 131 feet), which was the first report from the bow lookout. Simultaneously, the CLEO on the port bow reported a distance of 55 feet to the dock.

o. Captain Stevens instructed Captain Barron to reverse the vessel. Captain Barron immediately complied, ordering dead slow astern. The PATRIOT was ordered to back half alongside for braking. The CLEO was ordered to push half into the hull to increase the rotation of the bow to starboard (to clear the dock).

p. Following these orders, the master relayed a report of 20 meters (approximately 66 feet).

q. Subsequently, Captain Barron ordered the PATRIOT to back full alongside. Captain Barron ordered half astern on the engine, an order confirmed by the mate.

r. Following these orders, the master asked the bow lookout for the distance to the dock. The master reported that the vessel had touched the dock.

s. Captain Barron stopped the vessel's momentum and proceeded to complete the docking maneuver. The first line was at 1546.

t. In conclusion, Captain Stevens noted that he was not advised of any damage to the vessel. According to Captain Stevens, the damage to the dock appeared to be minor.

6. Relevant Statements of Witnesses

A. Captain Christian Barron, Board of Pilot Commissioners Trainee Pilot

a. Captain Barron was well rested prior to embarking the KONA TRADER at 0630. On September 23, 2025, two days prior to the incident, he did not work. On September 24, 2024, his duty shift began at 0630 and ended at 1636.

b. After embarkation, Captain Barron was introduced to the KONA TRADER's master and received permission to handle the vessel under supervision from the pilot, Captain Stevens.

c. Captain Barron noted that he performed the Master/Pilot Exchange. This included a review of the transit. The KONA TRADER was underway at 0706 hours.

d. The vessel entered the Port of Stockton at 1445 hours. At this point, the port transit was discussed with the master, including tug locations. Captain Barron noted that it was during this meeting that he asked for an officer to be stationed on the bow during the vessel's approach.

e. The tug PATRIOT was made fast to the starboard bow. The tug CLEO was made fast to the port bow. The tug SHARON was following at the starboard quarter, ready to make fast when the vessel's speed was slow enough for the tug to come alongside.

f. As the KONA TRADER approached Lt. 48, the vessel's speed was approximately 1.5 knots.

g. Distances were being relayed from the CLEO. The PATRIOT and SHARON were standing by to assist.

h. As the KONA TRADER approached the dock, the CLEO reported that the distance to the dock was 300 feet. The tug was ordered to take in her line, but standby to assist to starboard.

i. Captain Barron noted that the officer on bow was reporting distances in a foreign language, which was translated by the master for the Captains Stevens and Barron.

j. Prior to the allision, Captain Barron noted that the last distance reported from the officer on the bow was 40 meters (approximately 131 feet). Simultaneously, the CLEO reported a distance to the dock of 55 feet.

k. Captain Stevens ordered Captain Barron to stop the ship. Shortly afterwards this order, the master reported that KONA TRADER had contacted the dock.

B. Captain Laury Hernando, Master of the KONA TRADER (Name redacted by USCG; based on an interview summary provided by the USCG incident investigator.)

a. The master of the KONA TRADER contacted the USCG by telephone after receiving an emailed request for a copy of form CG-2692. The USCG's summary noted that the vessel's agent was also on the conference call due to language barriers.

b. The master noted that two pilots were onboard. Captain Stevens was the senior pilot. Captain Barron was directing the movements of the tugs.

c. The master stated that: 1) the turn to starboard was too late and 2) the vessel had too much forward momentum. He estimated the vessel's speed at the time of the incident was 1.5 knots.

d. The master noted that crew members on the bow radioed the bridge when the vessel's bow contacted the pier.

e. The master stated that the vessel notified the terminal of the damage and emailed the company to request "class attendance."[4] He provided a copy of the class report to the USCG the following day.

C. Officer Mack, Port of Stockton Police Department

a. On September 25, 2024, Officer Mack was parked in the vicinity of Berth 12/13, facing the dock in a northwesterly direction. Another officer, Sgt. Williams, was also present.

b. At approximately 1522 hours, Officer Mack exited her vehicle after noticing that the KONA TRADER's bulbous bow was unusually close to the dock.

c. At approximately 1523 hours, Officer Mack noticed that the vessel appeared to have a southeasterly heading as it was attempting to turn to the south. Subsequently, the vessel's bulbous bow went under the dock and collided with the structures supporting the dock.

d. Immediately following the incident, the bulbous bow emerged from under the dock and the KONA TRADER came to a stop. Officer Mack noted that a large cloud of smoke appeared to come from the bulbous bow area at the time of the collision.

e. Officer Mack noted that her colleague, Sgt. Williams notified their dispatcher (Control 1) that the incident had occurred.

[4] In the context of marine shipping, "class attendance" refers to a vessel's adherence to the standards and requirements set by a classification society, independent organizations that establish and maintain technical standards for the construction and operation of ships (and other maritime structures).

f. Officer Mack moved to the dock to assess the damage and take photographs. In her report, Officer Williams noted that the damage caused by the KONA TRADER included a dented metal pier under the dock and lifted and cracked concrete.

g. Facilities, maintenance, and construction personnel from the Port of Stockton were also present on the dock and located a sheared bolt. Longshoremen on the dock were cautioned by the facilities, maintenance, and construction personnel about using a forklift in the area of the incident. The Port Engineer was advised that an incident had occurred.

h. Finally, Officer Mack noted that several other members of the Port of Stockton Police Department were on the scene. The video of the incident captured by the Port of Stockton's camera was saved to the Police Department's server.

7. Nature and Extent of Injuries

There were no injuries to persons in this event.

8. Estimate of Damages

A. Damage to Berth 12/13, Port of Stockton

a. At 1633 hours on September 25, 2024, Mr. Jared Wilkey, Manager of Marine Operations at the Port of Stockton, sent an email to Fillette Green Shipping Services**,** the KONA TRADER's agent. This email placed the ship on notice for all costs associated with any delays as well as the damages to the dock.

b. On September 26, 2024, an employee of the Port of Stockton responsible for facilities, maintenance, and construction opined in a report to the Port of Stockton Police Department that the repair costs would be approximately $500,000.

c. In the USCG's MISLE Incident Investigation Report, the initial damage was estimated to be $50,000. Subsequently, after consulting an engineer, the Port of Stockton reported damages in excess of $75,000 to USCG. It is unclear if the Port of Stockton employee in the Port of Stockton Police Department report and the engineer mentioned in the USCG report are the same individual or separate persons.

d. Despite repeated requests from the USCG, the Port of Stockton failed to provide a concrete damage estimate or list of repairs. As a result, the damage estimate of $75,000 was used in the USCG's report.

e. Subsequent information from the Port of Stockton placed the damage estimate at closer to $1.5 million.

B. Damage to the Vessel

a. On September 26, 2024, a representative of the Bureau Veritas surveyed the vessel. This survey included a visual examination of the external tanks and the internal forepeak tank.

b. There were no apparent signs of buckling, penetrations, indentations, or any other structure damage. The surveyor reported no loss to the vessel's critical components.

9. Names of Witnesses

The written statements of witnesses included are as follows:

1.	Captain Matthew Stevens	Pilot of the KONA TRADER
2.	Captain Christian Barron	Board of Pilot Commissioners Trainee Pilot
3.	Captain Laury Hernando	Captain of the KONA TRADER
4.	Officer Deborah Mack	Port of Stockton Police Department
5.	Captain Matt Barrett	Operator of the PATRIOT
6.	Captain Blaine C. Frost	Operator of the SHARON
7.	Captain William B. Nern	Operator of the CLEO

10. Relevant Records from United States Coast Guard

On October 1, 2024, a FOIA request was submitted to the USCG. The USCG's final response was received on December 2, 204. Included in the response were copies of the following documents:

- Video File #1: A copy of a video file showing an easterly view of the KONA TRADER approaching the Berth 12/13. This video is 5 minutes and 10 seconds in length.
- Video File #2: A copy of a video file showing a westerly view of the KONA TRADER approaching Berth 12/13. This video is 9 minutes and 32 seconds in length.
- Coast Guard Report 2692: A copy of the "Report of Marine Casualty Form CG-2692."
- Company Email #1: A copy of an email from the KONA TRADER's management company, Horizon Bulkers S.A., to Fillette Green Shipping Services, requesting as assessment of damages.
- Company Email #2: A copy of an email from the KONA TRADER's management company, Horizon Bulkers S.A., to the Captain of the KONA TRADER notifying him of action that they have taken in response to the accident (e.g., request for damage assessment by agent). The email also asks the KONA TRADER's Captain to take photographs (internal and external) of the part of the hull that contacted the dock.
- Company Email #3: A copy of an email from the Manager, Maritime Operations at the Port of Stockton to the KONA TRADER's agent, Fillette Green Shipping Services, notifying the agent of the allision. The Operations Manager for Fillette Green Shipping Services forwarded to message to Horizon Bulkers S.A.
- Interview Summary #1: A summary of the interview that the USCG conducted with the Captain of the KONA TRADER.

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- Interview Summary #2: A summary of the interview that the USCG conducted with Captain Barron.

- Audio File: A copy of an audio file containing radio communications between the bridge of the KONA TRADER and the assist tugs. This audio recording is 18 minutes and 11 seconds in length.

- Marine Exchange AIS Tracking: Copies of the KONA TRADER's AIS data, showing its approach to the Port of Stockton at the following times: 1517, 1519, 15:20:30, 1522 (estimated time of allision), and 1524. The AIS data includes the speed of the KONA TRADER as well as the positions of the assisting tugs.

- Photographs #1: Copies of ten photographs showing various views of the dock and the KONA TRADER. Images provided the vessel's agent.

- Photographs #2: Copies of six photographs showing various views of the dock and the KONA TRADER. Images provided the Port of Stockton.

- Bureau Veritas Report: A copy Bureau Veritas' survey report on the condition of the KONA TRADER. The surveyor found no apparent signs of bulking, penetrations, indentations, or any other structural damage. The surveyor also found that there was no loss of any of the vessel's critical components.

- VDR Timeline and Diagram: VDR data for the period 15:17:42 hours through 15:29:20 hours (N.B. that the timeline in the report is presented in UTC; however, this corresponds to the correct local time). Also included is a Tug Arrangement Diagram.

- VDR Timeline excerpts: VDR transcript of relevant communications on bridge from 06:24 hours through 15:22:12 hours.

- Captain Stevens' Statement: A copy of Captain Stevens' statement.

- USCG MISLE Report: The USCG's MISLE report. This report includes the UCCG's findings and conclusion.

11. Pilot Licensee Background Information

a. Captain Stevens was first licensed as a pilot in January 2021.

b. In August 2019, as a trainee pilot, Captain Stevens was involved in a docking incident involving the M/V Washington at Valero (BNC4).

IV. ANALYSIS AND CONCLUSIONS BY THE IRC

Jurisdiction

The Legislature has delegated authority to the Board to establish an incident review committee to review all reports of misconduct or navigational incidents involving pilots or other such matters for which a license issued by the board may be revoked or suspended. The Harbors and Navigation Code §1181 defines misconduct, in part, as (g) negligently, ignorantly, or willfully running a vessel on shore, or otherwise rendering it liable to damage, or otherwise causing injury to persons or damage to property. After reviewing the evidence and ruling out ignorance or willfulness as the cause of any damage in this event, the IRC has limited its analysis and conclusion to a consideration of negligence.

Standard of Care

The negligence standard of care calls for an evaluation of whether a particular pilot exercised that degree of care and skill possessed by "the average pilot." He must exercise the degree of skill commonly possessed by others in the same employment, and although he is not liable for mere errors in judgment, he is liable for damage caused by his failure to exercise the diligence which other pilots similarly situated would ordinarily have exercised. This is a fairly high standard of care one would expect of an expert, such as a maritime pilot.

Analysis

In this analysis we will attempt to apply the evidence to industry accepted analytical frameworks to aid in establishing a standard of conduct to compare to the conduct of the pilot. We will examine, in more detail, the following areas: situational awareness, bridge resource management, and fatigue. As we consider these areas, we must acknowledge the additional element present in this event, which is the interaction between the licensed pilot and the trainee. As we examine each element individually, it is important to keep in mind, that in practice, these areas overlap significantly.

In this event we have the situation where a Board trainee, Captain Barron, is being allowed by the licensee to handle the ship. While it is the licensee whose actions are being examined, we must be mindful of how pilot training is achieved in our jurisdiction and the burden it places on the licensee to participate in our program. As we conduct this analysis, we will refer to the actions of Captain Stevens, with the knowledge that he was both attempting to train Captain Barron and oversee Captain Barron's decisions with respect to appropriateness, but also with the knowledge that it is Captain Barron conning the vessel.

The licensees of the Board play a critical role in the training of pilots, and, as in this case, put their licenses at risk by allowing the trainees to handle ships under their license, to gain the experience necessary to successfully complete the training program. While the Board has every reason to expect licensees engaged in this training will maintain a full awareness of the actions of the trainee and will intervene, when necessary, when analyzing the evidence, one should also be mindful of the additional layer of interaction between the licensee and the bridge resources.

Finally, we must remain mindful that we have the benefit of hindsight to parse an event into discreet moments in time where the mariner is faced with a particular decision and judge the behavior and whether it was correct, knowing full well the result. It is a whole different matter to make those decisions in real time.

Damage claims

There appears to be ample evidence and no dispute that Berth 12/13 was damaged to some degree when the bulbous bow of the KONA TRADER made unintended contact with it during the docking evolution on September 25, 2024.

There were several witnesses to the unintended contact as well as video and audio recordings. The crew member stationed on the bow reported the contact to the master of the KONA TRADER by radio. Officer Deborah Mack of the Port of Stockton Police Department was on the scene when the allision occurred and witnessed the vessel's bulbous bow "go under" the dock. In addition, two videos, one with an easterly view and another with a westerly view, recorded the incident. While these videos do not include images of the moment of contact, they do show the vessel approaching the dock and the response and actions of the assisting tugs before and after the unintended contact. Orders from the bridge of the KONA TRADER to the assisting tugs are contained in an audio recording.

An inspection by Officer Mack and facilities, maintenance, and construction personnel from the Port of Stockton revealed cracked and lifted cement and dented metal. A sheared bolt was also found on the surface of the dock. At the time of this writing, the cost of repairs was estimated to be approaching 1.5 million dollars.

All of the available evidence indicates that there was contact was between the bulbous bow and the steel horizontal girders and piers underneath the dock. There is no evidence that the sides or stern of the vessel contacted the pier in any way. It appears then the damage to Berth 12/13 was the result of the forward momentum of the vessel.

Mooring of the KONA TRADER

As the KONA TRADER approached the Port of Stockton, the PATRIOT was made fast to the starboard bow, the CLEO was made fast to the port bow. The SHARON was instructed to follow alongside on the starboard quarter with no line made fast until it was safe to do so. The SHARON was made fast between the Berth 14 and Lt. 48.

As Figure 1 illustrates, the turning basin at Berth 12/13 is very tight. When turning vessels as large at the KONA TRADER in this basin, the maneuvering is very restricted, so utmost caution and precision are required to avoid contact with the channel's edge or the dock. Incorrectly estimating one distance may result in grounding or damage to the propeller; miscalculating another might lead to unintended contact with the dock (as seen in this case).

As noted in Captain Stevens' statement, he recognized the significant challenges of this maneuver, identifying that the precise positioning of the KONA TRADER relative to Berth 12/13 as a priority. As his PPU indicated that the KONA TRADER was "close to the edge of the charted channel," Captain Stevens moved to the portside bridge wing to visually confirm the distances from the vessel's stern to the channel's edge. It appears from the evidence that it was around this time that the operator on the CLEO reported "300 feet" to the dock.[5]

[5] USCG Timeline places the communication at minute 15:18:56 LT.

Following his visual inspection, Captain Stevens realized that there was more room astern of the vessel than indicated on his PPU, meaning that the distance between the bow and the dock was tight. Captain Stevens noted that, as of that moment they had not received any distance reports from the bow of the ship. As Captain Stevens returned into the wheelhouse, the Master reported "40 meters (approximately 130 feet)" from the bow.

Realizing that there may be a communication issue involving late or inaccurate distances, he immediately instructed Captain Barron to back the ship. Captain Barron did so, ordering dead slow astern on the engine and had the PATRIOT back half alongside. These actions were quickly followed by a slow astern order on the engines and an order to the CLEO to work half-power towards (away from the dock). Thirty-seven seconds later, the KONA TRADER's master reported that the distance between the bow and the dock was approximately 20 meters (approximately 65 feet). At this point, PATRIOT was ordered to back full. Less than 30 seconds later (the USCG's presumed time of allision), the KONA TRADER allided with the dock.

The evidence indicates that at the time of the first reported distance from the CLEO of 300 feet to the dock, given the ship's speed of advance of approximately 1.3 knots, allision would be imminent in approximately two and a half minutes. It is likely that Captain Stevens' actions of confirming this report visually from the bridge wing led to some delay in issuing orders to slow the ship, which he did immediately after returning to the interior of the wheelhouse. Captain Stevens instructed Captain Barron to back the KONA TRADER's engines.[6] Captain Barron immediately complied, attempting to use the vessel's engine and the assisting tugs to maneuver the vessel away from the dock.

Failure to immediately act on the first distance provided by the CLEO appears to have been a significant causal factor in this allision. Several issues may have contributed to this hesitation: The concern of Captain Stevens to make sure the stern (and propeller) was clear prior to initiating an astern bell, accompanied by his desire to visually confirm the distance report from the tug; and the hesitancy of the trainee to act on the information independently, perhaps knowing that Captain Stevens was checking on the clearance astern.

In addition to some hesitancy to slow the vessel, it appears that the turn to starboard was not completed, exposing the bow (and the dock) to damage. Had the clockwise rotation of the ship been carried further, it is possible that, despite the momentum of the vessel, contact with the dock may have been avoided.

When completing a complex maneuver such as berthing a vessel, a pilot must depend on a variety of tools to safely achieve his goal. These tools include the ship's engine and rudder—coordinated through a verbal chain of command that may encounter language barriers—as well as assistance from tugs contacted via radio, and continuous feedback from both people and instruments regarding the maneuver's progress and position. In this incident, Captains Stevens and Barron relied on distance reports from two sources: the crew member at the bow, as communicated through the ship's master, and the operator of the CLEO. The quality, consistency, and timeliness of these distance reports—especially those from the bow—appear to have been a significant factor in the outcome we are examining.

[6] According the USCG's VDR Timeline transcript, the first report from the crew member on the bow was received at 15:20:50; the second report was received at 15:21:27; the report which indicated that an allision had occurred was received at 15:21:52. The elapsed time between the first report and the second is 37 seconds; the time between the second report and the allision is 25 seconds.

Regarding communication issues, Captain Barron notes in his statement that the distance reports from the crew member on the bow were communicated in a foreign language. Consequently, the master had to translate this information for the pilots, which may have delayed their ability to act on it, albeit only momentarily. Furthermore, both entities that were being relied upon for accurate distance reports (Tug CLEO and the officer on the bow) were temporarily distracted from that critical task by the need to let go the CLEO's line.

Experience enhanced by training can assist the pilot in evaluating the effectiveness of any of these tools on a real time basis and adjust his behavior in any given situation accordingly. In some situations, the physical constraints of the harbor are tight, and the time available to assess the effectiveness of the resources compressed, which may result in judgments rendered on incomplete information, and actions based on some necessary assumptions to fill the gaps.

It is sometimes helpful, when establishing if conduct is reasonable, to look at the foreseeability that a particular event will take place. As applied to this event, was it foreseeable that two sources of information as to how far off the dock the bow was would fail to provide accurate information? We conclude that it was foreseeable and that reliance on these two sources was misplaced, given the lack of emphasis in preparing these resources, the language barriers, and the ancillary duties assigned to them.

Situational Awareness

Probably the single most important contributory cause to all poor decisions, collisions, and groundings is a loss of situational awareness.[7] Situational awareness is a concept that encompasses the broader topics of decision-making and behavior.

Situational awareness generally is comprised of five elements: temporal, system, environmental, geographical, and tactical. The evidence in this event leads us to examine the pilot's situational awareness in each of these areas.

The temporal element of situational awareness refers to factors such as speed through the water and over the ground, and estimated times at specific critical points in the voyage.[8] System situational awareness refers to full knowledge of the current status and operations of all critical systems on board and what their status might be at any particular moment.[9] Geographical situational awareness refers to maintaining awareness of a vessel's position in relation to other firmly fixed features, such as piers or moored ships.[10] Environmental situational awareness refers to meteorological or natural factors, such as the glare of the sun, and finally, tactical situational awareness refers to one's awareness of the capabilities of the ship under the current conditions but also in the event of failure.[11] As we examine this event, we will focus on temporal, situational, and geographical, situational awareness.

It appears there was a temporal loss of situational awareness based on the angle of the ship toward the pier, which did not allow for any contingencies such as a failure of the astern propulsion, as well as the speed over ground of 1.4 knots as the ship approached the berth. We should also consider that what

[7] Crowch, Timothy, *Navigating the Human Element,* pg.96
[8] Ibid, pg. 96
[9] Ibid, pg. 96.
[10] Ibid, pg. 96
[11] Ibid, pg. 96

appears to be a loss of temporal situational awareness by Captain Barron as the ship approached the berth may be the manifestation of uncertainty on the part of the trainee in the trainee/licensee relationship.

There was a loss of system situational awareness by Captain Barron evidenced by his repeating the slow astern command when the ship was already show astern, based on his earlier order.

It also appears that there was a loss of geographical situational awareness evidenced by the lack of knowledge of the distance of the bow from the pier, and the stern from the northern bank. While having this knowledge was dependent on other resources[12], not taking every precaution to assure that one has this information, through intentional and deliberate preparation, leaves them lacking geographical situational awareness.

Bridge Resource Management

Bridge Resource Management (BRM) generally refers to practices employed in the management of bridge operations to maximize the effective utilization of all resources, including personnel, equipment and information available for the safe navigation of the ship. The essence of BRM is a safety attitude and management approach that facilitates communication, cooperation, and coordination among the individuals involved in a ship's navigation.[13]

Bridge Resource Management was developed initially in the aircraft industry, starting in 1977, and was called "Cockpit Resource Management" in response to research of airline accidents showing that approximately 60% of the accidents in airline flight operations were caused by cockpit management errors and that further analysis revealed that errors were caused by improper attitudes rather than lack of skills. In the early 1990's the concept of applying Bridge Resource Management to the shipping industry was proposed and by the late 1990's the concept and practice was so widely accepted it was codified in the Code of Federal Regulations[14]. By 2007, 26 maritime academies and training centers worldwide were providing Bridge Resource Management training.

The goal of such systems is to ensure that there are adequate safety defenses in place, first to avoid errors, and second to trap and manage errors when they cannot be avoided.[15] The pilot, because of their leadership role on the bridge of a ship, must create and foster an environment which empowers and enables others on the bridge to provide information critical to avoiding errors.

The objectives of Bridge Resource Management are to share a common view of the intended passage and the agreed procedures to transit the passage with all members of the bridge team, to develop and use a detailed passage plan to anticipate and manage workload demands and tasks, to set appropriate manning levels and make contingency plans based on anticipated workload and risks, to make roles and responsibilities clear to bridge team members, to involve all team members in problem solving, to acquire all relevant information early and anticipate dangerous situations, and finally, that team members clearly understand the chain of command, including the way decisions and instructions are made, responded to, and challenged.

[12] Examined more closely under the topic of Bridge Resource Management.
[13] "Guidelines For Bridge Resource Management Courses For Marine Pilots", American Pilots 'Association, October 5, 1993
[14] CFR Title 33, Chapter 1, Subchapter O, Part 157.415(a)
[15] Grech, Horberry, Koestar, *Human Factors in the Maritime Doman, CRC Press, 2008, pg.143*

A crucial element to the success of sharing a mental model of the transit is for the pilot to fully communicate all elements of his transit plan. He "must be open in his communication to the Master and to the Bridge team and explain all that he intends doing while he has the con." With the pilot aboard, there is "now an additional mental model on the bridge and the pilot's mental model is crucial." [16]

To examine the evidence at hand through the bridge resource management lens, we draw on specific stated goals or objectives embodied in the concept. The overarching goal is to "ensure that there are adequate safety defenses in place, first to avoid errors, and second to trap and manage errors when they cannot be avoided."

BRM starts the moment the pilot sets foot on the bridge, typically with the Master/Pilot conference. This process can be enhanced using a checklist, or, in some cases, a printed handout created specifically to enhance the process, such as the "Pilot-Master Exchange Card" published by the San Francisco Bar Pilots. The goals of this exchange are stated on the front of the handout: "We believe that the Master-Pilot Information Exchange plays an important role in linking your vessel's navigational resources to those of the pilot. The exchange enhances the level of trust, sets transit expectations, and eliminates 'assumptions' that either the Master or the Pilot is aware of a certain fact or situation. By taking the time to give each other the necessary information, the safety of our transit will be enhanced."

Based on a review of the VDR, the Master-Pilot exchange that took place was quite abbreviated, and consisted only of the pilot inquiring whether the engines had been tested, how many anchor shackles were out, whether the Master had been to Stockton (and on the river) on a prior occasion, the instruction to the Master to have a crew member forward on the anchor for emergency, and the anticipated clearance on the Union Pacific Railroad Bridge.

There is a tendency of pilots to work independent of the bridge team, particularly where there is a language barrier. Here there was very little sharing of passage information, or information about the passage and berthing plan. This may have contributed to the lack of relevant information during the docking maneuver.

Another goal of BRM is to set appropriate staffing levels and make contingency plans based on anticipated workload and risks. Setting appropriate staffing levels in this event may have included requesting additional personnel on the bow, such as a dedicated lookout with no other duties. Contingency planning might have included making sure there is a safe runway should there be a failure of astern propulsion at a critical time.

Contingency planning is a component of the decision-making process. Decision making crosses over between Bridge Resource Management and Situational Awareness. Decision making on the bridge of a ship is pressured and dynamic where the primary consideration is maintaining control. This process involves more short-to-medium-term assessments and adjustments and differs from other decision-making situations where optimum or even perfect longer-term solutions are sought, for example, in design, engineering and construction.

Decision-making and situational awareness are a continuous process of updating your perception of the events around you – the building of a picture, understanding it, and projecting it. True situational awareness demands that your thinking "keep ahead of the vessel." The reason for this is to allow one more

[16] Crowch, Timothy, *Navigating the Human Element,* 2013, MLB Publishing, pg.116

time to consider the question "What if something were to happen now, how would I respond? What options do I have?"[17]

In this event, not completing the turn to starboard to bring the ship parallel to the dock, evidenced a failure of contingency planning, as in the event of a loss of propulsion or even a reduction in propulsion, it left bridge team with no alternatives. Here, there wasn't a loss of propulsion, but rather a lack of information, leading to the late employment of astern propulsion. Contributing to the loss of rotation to starboard, which may have eliminated or ameliorated the damage to the dock, was the choice by the pilot to back off on the portside tug from full ahead into the hull (moving the bow to starboard) to half ahead, and shortly thereafter to "stop and hold." There also appears to generally be a tendency to want to drive the ship into the berth, positioning the bow and then moving the stern into place (as opposed to placing the ship parallel to the pier and bodily moving the ship into the berth). While this type of maneuver is expedient, it limits options in the event of a failure.

In difficult and constantly evolving situations, we normally feel that we never have enough time. A reason for this perception is that, at the onset of an incident or challenging situation, the sense that we lose immediately is an accurate understanding of the passage of time. Hence, to prepare for any such eventuality, it is essential that all crewmembers involved in a task constantly share and update each other on their respective mental models.[18] As uncomfortable as it may be for some pilots, who are used to acting autonomously, verbalizing their thought processes may aid in engaging and empowering other bridge team members. Another way to compensate for this time-pressure is to slow the ship down, allowing for more reasoned decision-making and allowing for the ship's bridge team to recognize issues and intervene.

In this event, a more intentional and deliberate engagement of the officer on the bow, instilling with him the importance of his timely communication, might have resulted in them providing critical distance off data. Due to the language barrier that existed, a deliberate engagement with the Master beforehand might have been helpful. Instead, the instruction to the Master was simply "As we approach the berth, if you can have the mate on the bow give distances, opening and closing." As the pilot, by his own admission, was relying on this information to determine the timing of the astern bell, this instruction appears to lack the gravity and depth commensurate with the weight placed upon it.

Further eroding the loss of this critical information source, was the single officer on the bow was also responsible for letting go the tug, requiring his attention to be divided between providing distances forward and supervising the letting go of the tug. This act simultaneously removed both the tug and the mate on the bow from the task of informing the pilot of the distance forward.

Fatigue

While an examination of fatigue does not aid us in developing a standard by which to measure the actions of the pilot, it may be an underlying explanation for the loss of situational awareness and full use of bridge resources. Some of the other factors that may contribute to this loss, such as substance abuse or underlying medical issues, have been eliminated.[19]

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[17] Crowch, Timothy, *Navigating the Human Element,* 2013, MLB Publishing, pg.191
[18] Ibid, pg. 194
[19] Substance abuse was eliminated as a factor by post-incident chemical testing.

Quoting from the *San Francisco Bar Pilot Fatigue Study (Fatigue Study):* "The work of San Francisco Bar Pilots involves an unusual mix of activities and job demands. Their work calls for situational awareness, reasoning, communication, and perceptual abilities comparable to those required by airline pilots and air traffic controllers. Errors can have severe consequences for public safety and the environment, as well as significant financial costs. As vessels become larger, the margin for error reduces, while the potential consequences increase."[20]

In *Navigating the Human Element,* Timothy Crowch notes the significant impact of fatigue on human performance: "The greatest effects, however, are on our mental processing, which then progresses into behavioral changes and deterioration in perception, situational awareness, communication, poor decision-making and ineffective leadership."[21]

The *Fatigue Study* also cites as signs of Fatigue-Related Performance Impairment an inability to concentrate, diminished decision-making ability, and slow response. The symptoms of inability to concentrate may express as being less vigilant than usual or being unable to organize a series of activities. Some symptoms of diminished decision-making ability might be misjudging distance, speed, time, etc., failing to appreciate the gravity of the situation, failing to anticipate danger, choosing risky options, and failure to observe and obey warning signs. Symptoms of slow response are when one responds slowly (if at all) to normal, abnormal, or emergency situations.

A review of Captain Stevens' 96-hour work-rest record shows that the night prior, he slept from 2100 hours to 0400 hours, a seven-hour period. Captain Barron's rest reporting shows him having a full night of rest available to him. Despite the evidence that both were well rested, we cannot rule out that fatigue may have played a role in this event.

The timing of this allision, at 1522 hours, while not in the typical circadian low (0200-0600 hours),[22] is unusually close to the "second, less pronounced period of increased fatigue and lowered performance typically occur(ing) at around 1500"[23] which calls into question the role of fatigue in this event. This secondary circadian low is "sometimes referred to as the 'post-lunch dip' however, it occurs even when no meal has been eaten."[24] We also know that the period of circadian low varies with individuals. "For an individual entrained to the light-dark cycle of their local environment, the circadian low will typically occur in the early hours of the morning. However, for individuals experiencing jet lag, or other forms of circadian misalignment the low may occur at other times, possibly during periods of daylight when performance decrements may not be typically experienced."[25]

The loss of situational awareness—evident in the failure to complete the turn to starboard, the repeated slow astern command, and excessive speed—combined with symptoms such as diminished decision-making, delayed response, misjudged distance and speed, failure to grasp the severity of the situation, lack of anticipation, and risk-prone choices, may all be indicators of the presence of fatigue.

It is challenging to make direct connections between events and fatigue, but we can infer a causal connection between the events and known symptoms of fatigue. For instance, when the loss of situational

[20] Hobbs, Flynn-Evans, *San Francisco Bar Pilot Fatigue Study,* 2018, pg. 73
[21] Crowch, Timothy, *Navigating the Human Element,* pg.167
[22] Hobbs, Flynn-Evans, *San Francisco Bar Pilot Fatigue Study,* 2018, pg. 4
[23] Hobbs, Flynn-Evans, *San Francisco Bar Pilot Fatigue Study,* 2018, pg. 5
[24] Hobbs, Flynn-Evans, *San Francisco Bar Pilot Fatigue Study,* 2018, pg. 5
[25] Hobbs, Flynn-Evans, *San Francisco Bar Pilot Fatigue Study,* 2018, pg. 5

awareness—evident in the decision to not complete the turn to starboard, the repetition of the slow astern command, and carrying too much speed—is compared to known symptoms such as diminished decision-making, slow response, misjudging distance and speed, failure to grasp the gravity of a situation, failure to anticipate danger, and risk-prone choices, the similarity of these items may all be evidence of fatigue.

In this event, it is possible that a combination of long periods of heavy concentration combined with the secondary circadian low of the day (approximately 1500 hours) made fatigue a contributory factor.

In an effort to determine whether a fatigue risk management strategy could be applied to this incident, the committee reviewed both the *San Francisco Bar Pilot Fatigue Study* and the *San Francisco Bar Pilots Fatigue Risk Management System (FRMS)*. Although Captain Stevens indicated he woke at 0400 hours—placing his transportation to Pier 9 within the nighttime window (0000–0600), and his ride time to the ship was at 0615 hours (outside the nighttime window)—his total duty time remained within the 14-hour limit. As such, the timing of the event falls within the boundaries of a non-reportable work period—that is, a duty period that does not exceed 14 hours—as defined in the fatigue risk mitigation guidelines. Beyond the pilot's own self-monitoring for fatigue and the use of mitigating strategies such as reducing speed during the maneuver, the committee did not identify any additional fatigue-related risk-mitigation measures relevant to this incident.

Conclusion

The standard of care is whether the actions of the pilot were reasonable under the circumstances. In this case, Captains Stevens and Barron may have had a maneuvering plan to place the KONA TRADER alongside the pier, but critical elements of the plan were not shared with the Master or the bridge team. Captain Barron instructed the master to have the officer on the bow report distances forward upon entering the Port of Stockton but failed to impress upon the Master the importance of this information to the success of the planned maneuver. While executing the maneuver, the information that Captains Stevens and Barron were relying upon to successfully moor the ship, was insufficient, not delivered timely, and was confusing. This was, in part, due to the lack of a deliberate and intentional communication to the vessel and tug personnel of what the docking plan was and what was expected of them. Had the master been briefed on the docking plan, including the importance of timely and accurate reports from the bow, the errors encountered may have been eliminated or ameliorated.

It is worth noting that, in all cases of maneuvering a ship alongside a pier, ship handling is not a perfect science. The pilot (or pilot trainee) must translate his plan into verbal commands to others, who then control the machinery that results in action, the effectiveness of which the pilot must evaluate and respond to. In this instance, the actions of the pilots may have been delayed, in part by the interaction between the licensed pilot and the trainee. It is possible that Captain Barron was more hesitant to take action to slow the vessel while awaiting affirmation of his actions from Captain Stevens. It is also possible that fatigue played a part here. While Captain Stevens allowed Captain Barron to continue conning the ship to the berth (after nearly eight hours of concentration bring the ship up the river}, it may have been a missed opportunity to consider applying fatigue risk mitigation measures. This event illustrates the need for very active participation by the licensee when engaged in training and the need for extra caution to allow for the training communication to take place without adding additional risk to the maneuver.

As stated earlier when reviewing the standard of care, although a pilot is not liable for mere errors in judgment, he is liable for damage caused by his failure to exercise the diligence which other pilots similarly situated would ordinarily have exercised. In this event, while Captain Stevens' evaluation of the

position the vessel and its forward momentum relative to the dock, may be considered an error in judgment rather than negligent conduct, the loss of situational awareness, failures of effective bridge resource management, and lack of contingency planning evident in this event contribute to the conclusion that Captains Stevens and Barron failed to exercise the diligence which other pilots similarly situated would ordinarily have exercised.

V. IRC RECOMMENDATIONS TO THE BOARD

Based on the above analysis and conclusions the IRC recommends:

1. That the Board find for pilot error.

2. That Captains Stevens and Barron address the general membership of SFBP on lessons learned from this event, including fatigue risk mitigation, and report back to the Board when this presentation is completed.

3. That Captains Stevens and Barron attend additional BRM and Fatigue Risk Management training when next offered by the Board.

Date: April 24, 2025

_____ _____

Joanne Hayes-White, Committee Chair Allen Garfinkle, Executive Director

List of Enclosures:

Attachment No.	Document Status	Description	Number of Pages
Attachment 1	Public	Initial Notice from Port Agent	1
Attachment 2	Public	Port of Stockton Chartlet	2
Attachment 3	Public	M/V KONA TRADER Stockton Approach – Marine Exchange AIS Data (Includes Annotated Images)	5
Attachment 4	Public	M/V KONA TRADER VDR Timeline (Times in UTC)	2
Attachment 5	Public	Port of Stockton, Photographs of Pier Damage	15
Attachment 6	Public	M/V KONA TRADER, Photographs of Vessel Damage	2
Attachment 7	Public	Bureau Veritas Vessel Survey	2
Attachment 8	Public	FOIA Request to USCG	5
Attachment 9	Public	Correspondence with M/V KONA TRADER's Agent	2
Attachment 10	Public	Various Correspondence from M/V KONA TRADER's Owner to Bureau Veritas, Vessel's Master, and Vessel's Agent	4
Attachment 11	Public	USCG Marine Casualty, Commercial Diving Casualty, or OCS-Related Casualty Report (Form CG-2692)	3
Attachment 12	Public	USCG Summary of Interview with Master of the M/V KONA TRADER	1

Attachment 13	Public	Tug Operators' Statements (Includes Statements from Masters of CLEO J. BRUSCO, SHARON BRUSCO, and PATRIOT)	3
Attachment 14	Public	USCG MISLE Investigation Report	22
Attachment 15	Public	Master-Pilot Information Exchange Card	2
Attachment 16	Public	VDR Transcript	14
Attachment 17	Confidential	Board Licensee Statement (to Executive Director and USCG), Duty Log, and Controlled Substances Testing Results	8
Attachment 18	Confidential	Board of Pilot Commissioners Trainee Pilot Statement (Board), Duty Log and Controlled Substances Testing Results	3
Attachment 19	Confidential	USCG Interview Summary with Master of the M/V KONA TRADER	2
Attachment 20	Confidential	Port of Stockton Police Department Report	4
		TOTAL PAGES	**102**

List of Exhibits:

Exhibit No.	Description
Exhibit 1	Incident Review Committee (IRC) Report
Exhibit 2	Port of Stockton Security Camera Video (Easterly View)
Exhibit 3	Port of Stockton Security Camera Video (Westerly View)
Exhibit 4	Radio Communications Playback

ADDENDUM

1. On page 2, Item 6, the word 'quarter' was removed prior to the description of the tug located on the port side would "slide out of the way".

2. On page 3, Item 8, the word 'port' was changed to 'starboard' when describing the rotation of the ship.

3. On page 5, Table of Abbreviations, the acronym 'FRMS' and 'Fatigue Risk Management System was added.

4. On page 7, Item 5a., the following sentence was added: The scheduled ride time for Captain Stevens to leave Pier 9 was 0615 hours.

5. On page 22, third paragraph, the wording was changed to indicate that Captain Stevens' ride time from Pier 9 was 0615 hours, and that the allowable work period outside of a "nighttime" work period (in the FRMS) is 14 hours.

JUMP TO AGENDA

Agenda Item 11A: KONA TRADER IRC Report Attachments

Attachment 1: Initial Notice from Port Agent

ATTACHMENT 1

Garfinkle, Allen@BOPC

From: John Carlier [redacted]
Sent: Wednesday, September 25, 2024 4:12 PM
To: Garfinkle, Allen@BOPC
Subject: RE: Kona Trader

EXTERNAL EMAIL. Links/attachments may not be safe.

Allen,
As per our earlier conversation, confirming that while maneuvering into Stockton Berth 12/13, the M/V Kona Trader's bulbous bow allided with the pier. This occurred at approximately 1515. The pilot of the vessel was Matt Stevens, accompanied by apprentice pilot Christian Barron. The ship's agent is Ronnie Celio with Fillette Green Agency. His cell# is:[redacted] The ship is scheduled to shift from Stockton to Anchorage 9 on 9/27, and then shift up to Richmond berth 21 on 9/30.
Best Regards,
John

Captain John Carlier
Port Agent
San Francisco Bar Pilots

From: Garfinkle, Allen@BOPC [redacted]
Sent: Wednesday, September 25, 2024 3:55 PM
To: John Carlier [redacted]
Subject: Kona Trader

Hi John,

Please send me email conformation of the information on the KONA TRADER today.

Thanks,

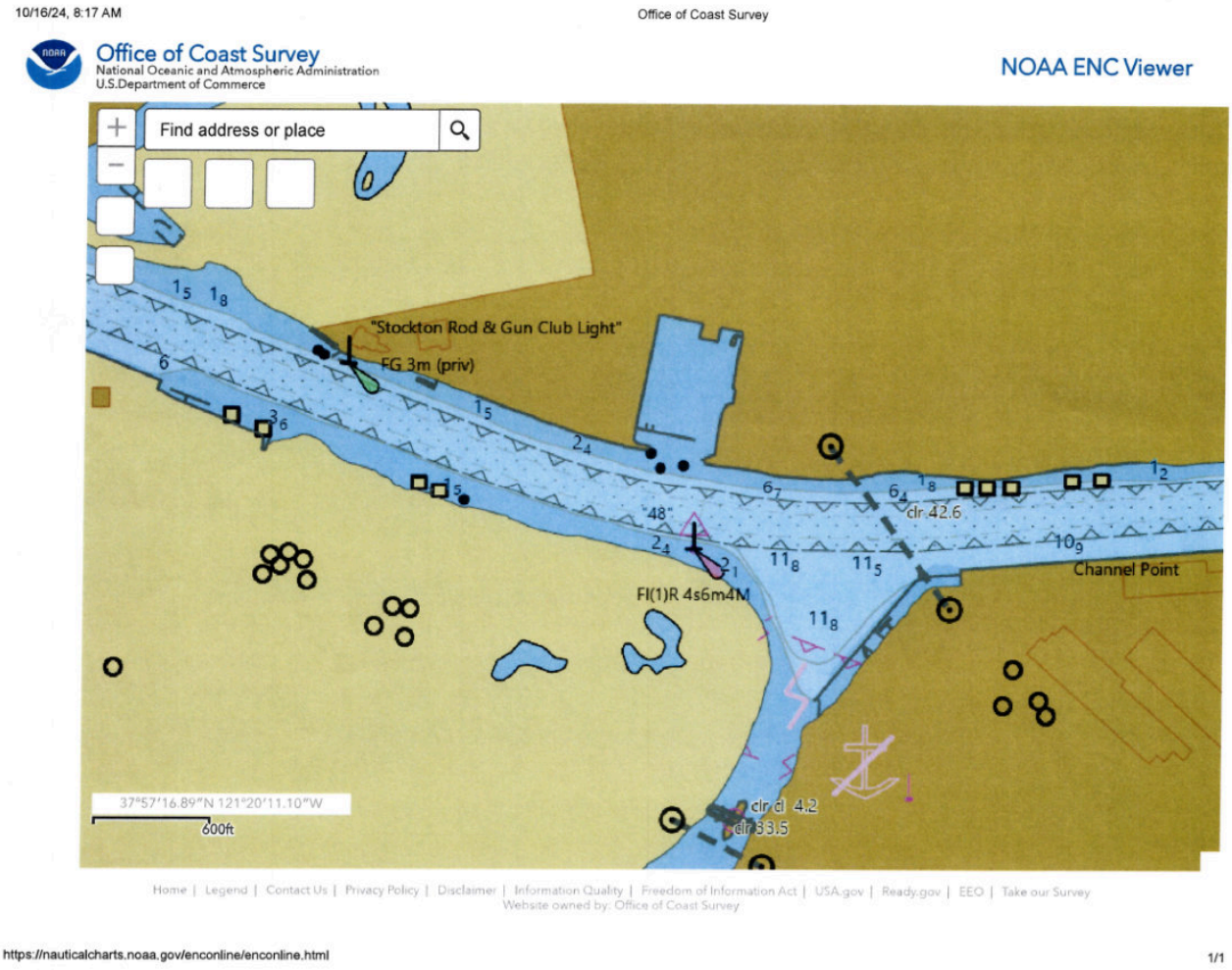
Allen

Allen Garfinkle
Executive Director
Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun
660 Davis Street, San Francisco, California 94111
[redacted]
Phone: 415-397-2253
[redacted]

JUMP TO AGENDA

Attachment 2: Port of Stockton Chartlet

ATTACHMENT 2



OCH
Marsh
WEST ISLAND
York Slough
ANZ 2
DOMTAR
ANZ 3
259°
079°
072°
252°
154
PORT OF STOCKTON
BERTH 1
Grain One berth-564 ft.
WHARF 3-6
Four berths-500 ft. each
WHARF 7-8
Two berths-500 ft. each
WHARF 9 One berth-650 ft
WHARF 10-11 Two berths-990 ft. total
WHARF 12-13
One berth-556 ft., (847 ft. w/dolphins)
AIS SCK 1-13
San Joaquin River
STOCKTON DEEP WATER CHANNEL
TURNING BASIN
UPPER CHANNEL
DELTA BULK LOAD SPOUT
PORT OF STOCKTON LOAD SPOUT
BULK MATERIAL WHARF
STOCKTON ELEVATORS
090°
270°
130°
310°
086°
266°
039°
219°
AIS SCK 14-20
Rough & Ready Island Berths
#20 1027'
#19 988'
#18 841'
#17 842'
#16 745'
#15 755'
#14 1104'
155

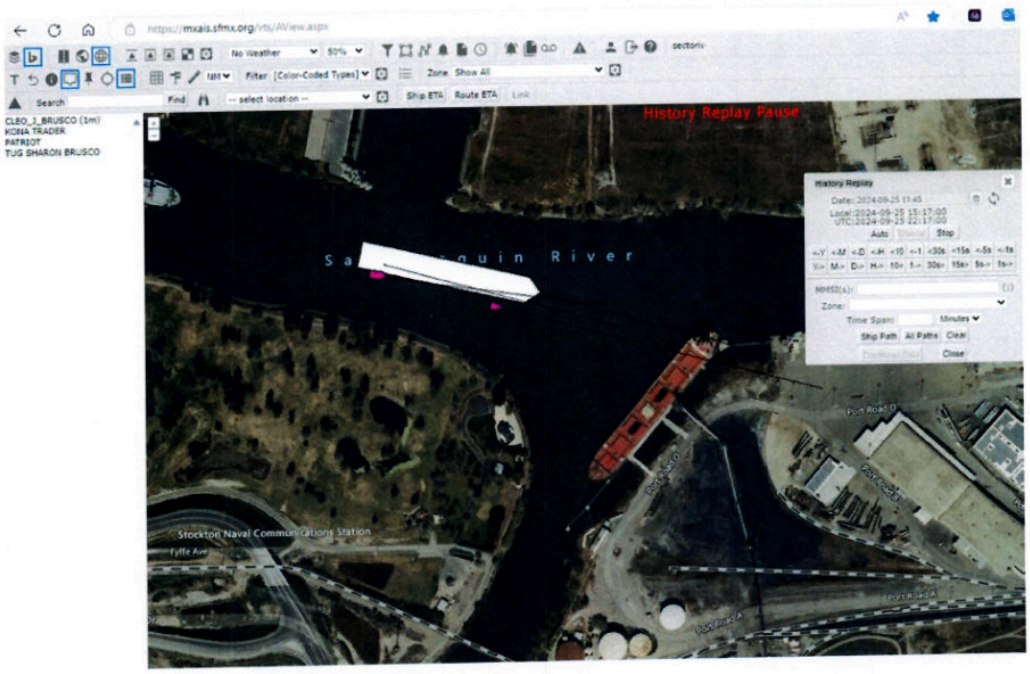
JUMP TO AGENDA

Attachment 3: M/V KONA TRADER Stockton Approach–Marine Exchange AIS Data

ATTACHMENT 3

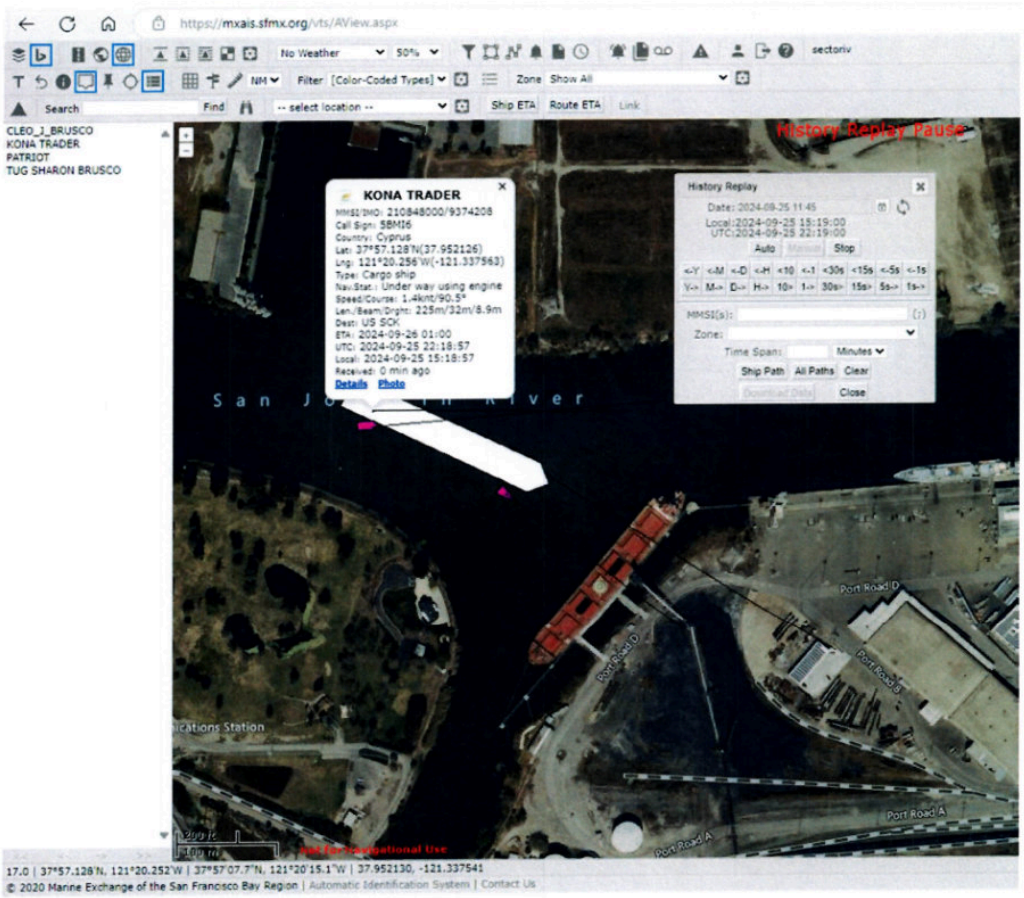
M/V KONA TRADER APPROACH TO PORT OF STOCKTON – MARINE EXCHANGE AIS DATA

1. Time: 1517 local
2. KONA TRADER speed: 1.6 knt
3. Tug Positions: SHARON BRUSCO – starboard quarter, PATRIOT – starboard bow, CLEO BRUSCO – port bow



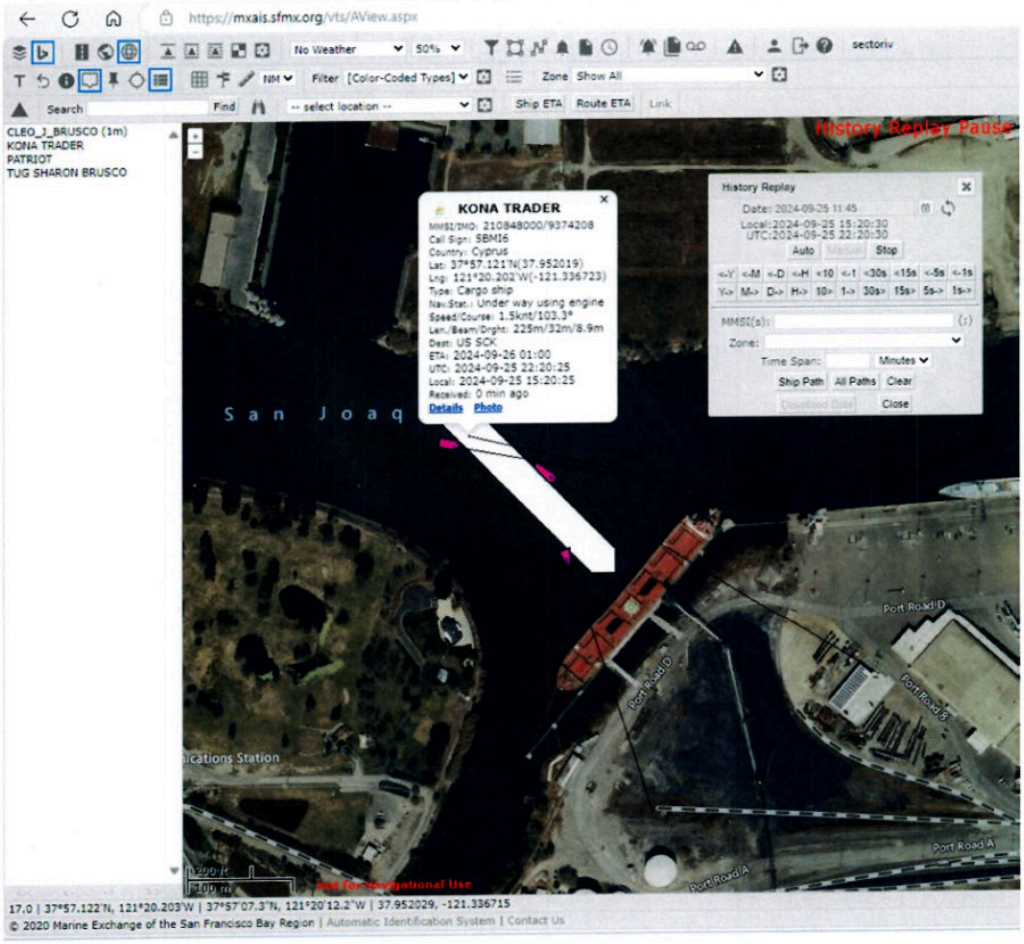
JUMP TO AGENDA

1. Time: 1519 local
2. KONA TRADER speed: 1.4 knt



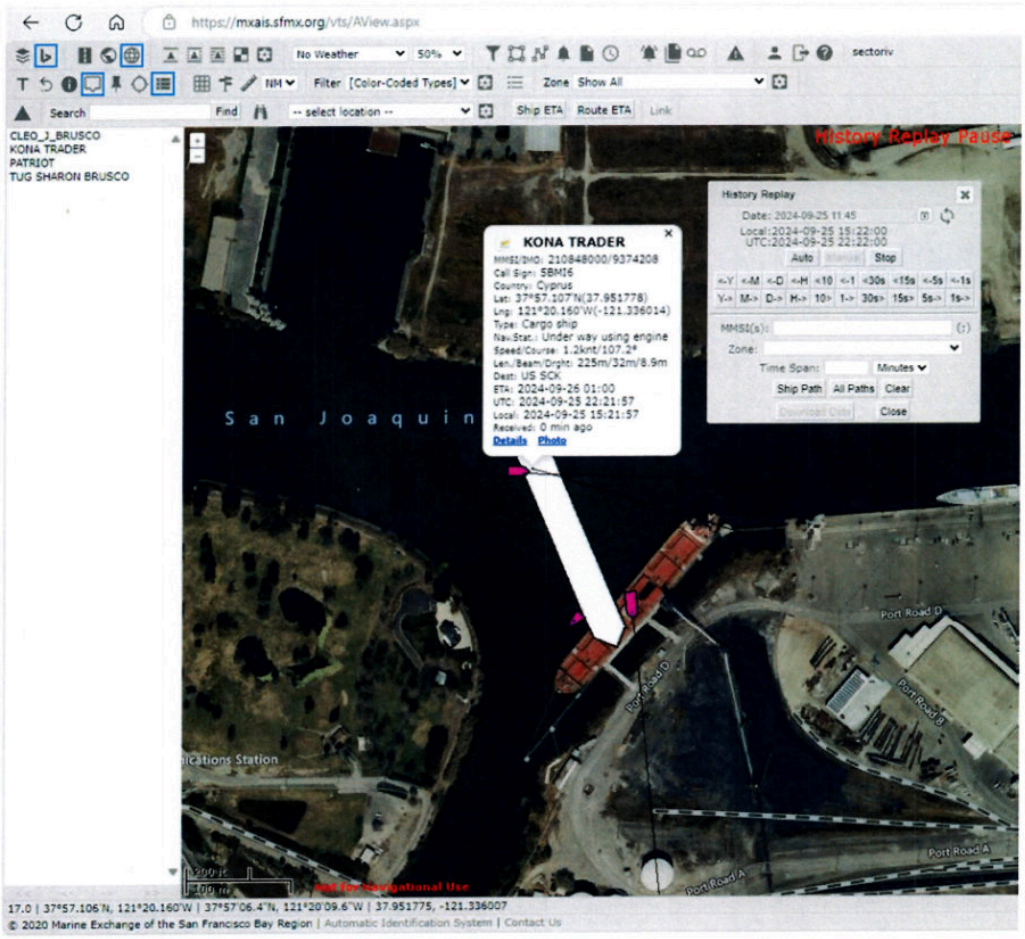
JUMP TO AGENDA

1. Time: 15:20:30 local
2. KONA TRADER speed: 1.5 knt



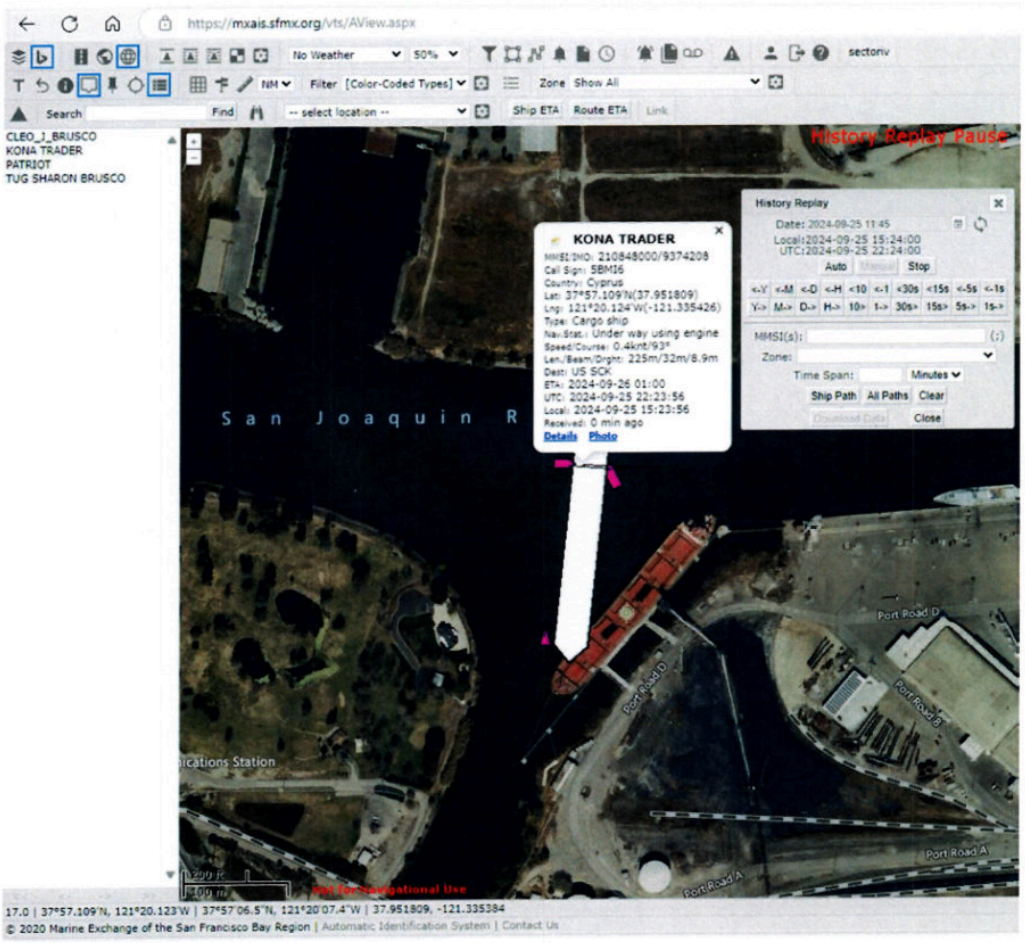
JUMP TO AGENDA

1. Time: 15:22 local (estimated time of allision)
2. KONA TRADER speed: 1.2 knt



JUMP TO AGENDA

1. Time: 1524 local
2. KONA TRADER speed: 0.4 knt



JUMP TO AGENDA

Attachment 4: M/V KONA TRADER VDR Timeline

ATTACHMENT 4

KONA TRADER VDR TIMELINE (TIMES IN UTC)

After conversion, local time spans 15:17:42 – 15:29:20

22:17:42	so far, it's looking good
22:17:51	rotations good (SOG 1.4 kts)
22:18:40	kick to open the stern
22:18:48	dead slow ahead
22:18:56	300 to the pier (distance given by CLEO)
22:19:12	engine stop
22:19:27	CLEO takes line back
22:19:52	patriot stand by
22:20:00	so here we want headway to get the stern off, but we don't want to go too fast
22:20:04	try to slow the stern's rotation
22:20:44	tug's cast off, port side (referring to the CLEO)
22:20:50	40 meters – captain, "40 … meters?" – pilot
22:21:07	dead slow astern, PATRIOT back half
22:21:18	slow astern, CLEO half towards
22:21:27	20 meters – captain, "20 meters?" – trainee pilot
22:21:28	PATRIOT back full
22:21:32	slow astern (SOG 1.4 kts)
22:21:41	what's the distance now?
22:21:43	half astern (SOG 1.3 kts)
22:21:52	**we hit the pier – captain**
22:22:01	CLEO back out
22:22:09	slow astern, PATRIOT stop and hold
22:22:16	engine stop
22:22:24	CLEO just standby the port quarter
22:22:29	PATRIOT 10/90
22:22:47	let's try and stop all this and then reset

JUMP TO AGENDA

22:24:05 captain lets go out to the bridge wing – pilot

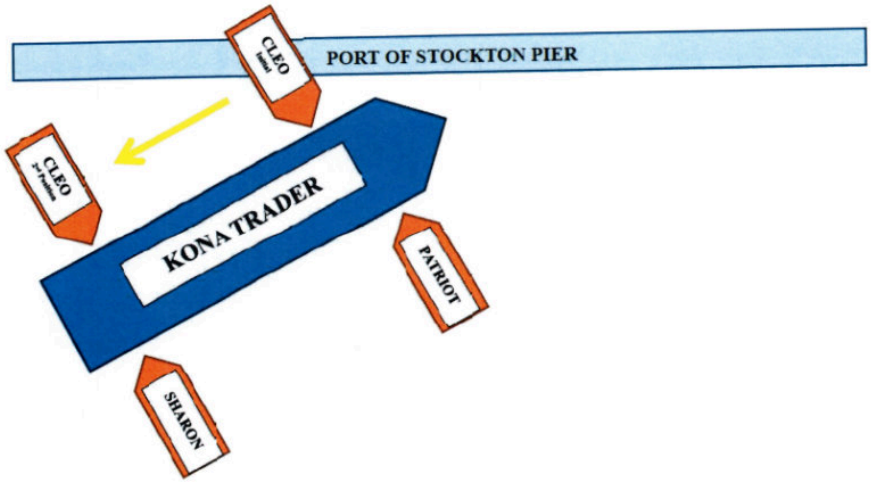
- No bridge audio

22:29:20 port 20 (commands are now coming by radio from the bridge wing)

SELECTED AS END OF VDR TRANSCRIPTION

Tug Arrangement Diagram – produced by (b) (6) [redacted], not captured via VDR playback

NOT TO SCALE



JUMP TO AGENDA

Attachment 5: Port of Stockton, Photographs of Pier Damage

ATTACHMENT 5

Bolt holes in horizontal structure. Construction details of pier indicate these holes held bolts that appeared to have been sheared off due to ship contact. Vertical structure, shown upper right, was push out 45deg from original position.

KONA TRADER PORT OF STOCKTON BERTH 12/13
DOI Sept 25, 2024

JUMP TO AGENDA

Kona Trader Contact with Port of Stockton- area of contact

Photo shows what appears to be area of impact. It also shows several contact points. It is unclear to the commission investigator if the Kona Trader struck the dock several times, or the additional areas of impact are from prior ship contact. Paint chips indicate one area of contact was recent.

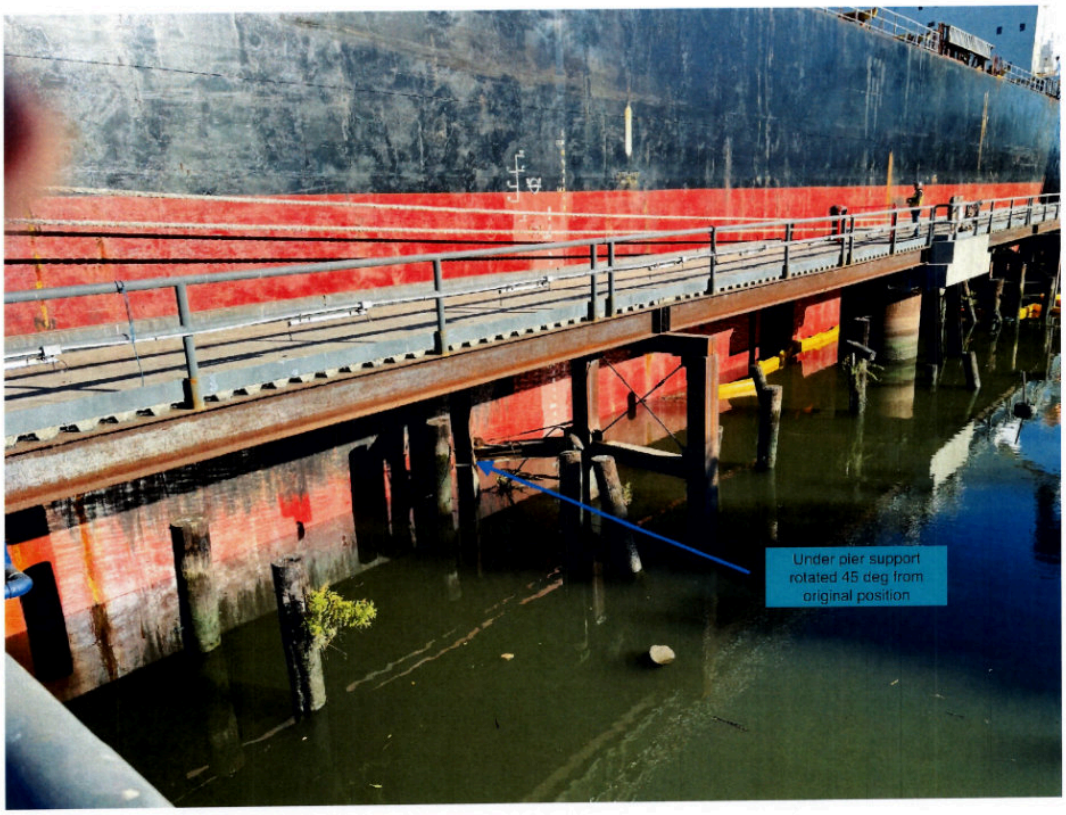
KONA TRADER PORT OF STOCKTON BERTH 12/13
DOI Sept 25, 2024

JUMP TO AGENDA

Indications of recently fractured concrete on the top surface and water side pier edge were found. Location of the concrete damage is directly above what appears to be the area of contact with the steel support structure under the pier.

KONA TRADER PORT OF STOCKTON
DOI Sept 25, 2024

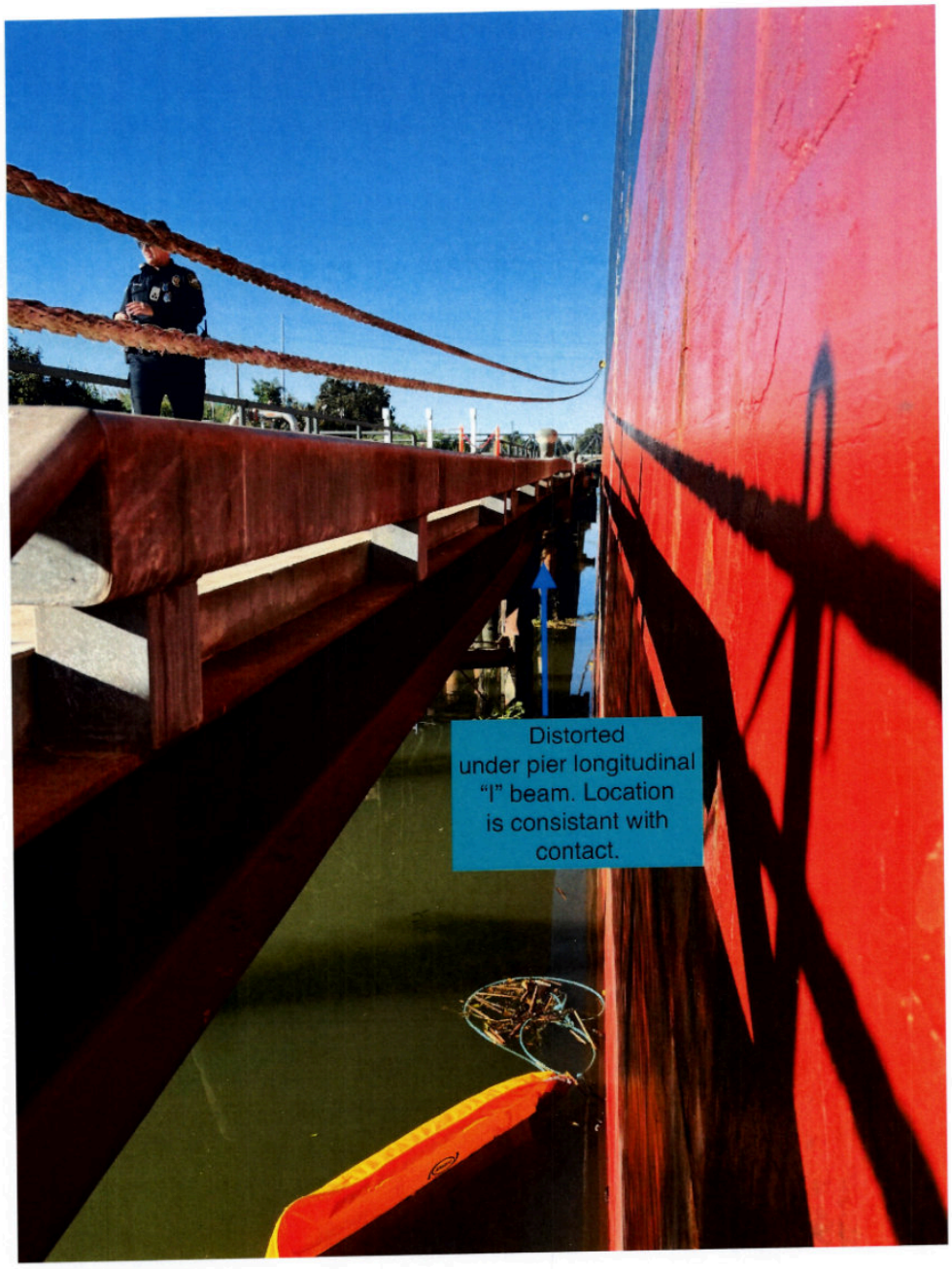
JUMP TO AGENDA



Damaged area shown in this photo is same area as show in photo 2, attachment 4, but from a different angle. Note the broken tension rods. This steel pier support detail is repeated several times under the length of the pier. The location shown above is the only one of these details found damaged.

KONA TRADER PORT OF STOCKTON BERTH 12/13
DOI Sept 25, 2024

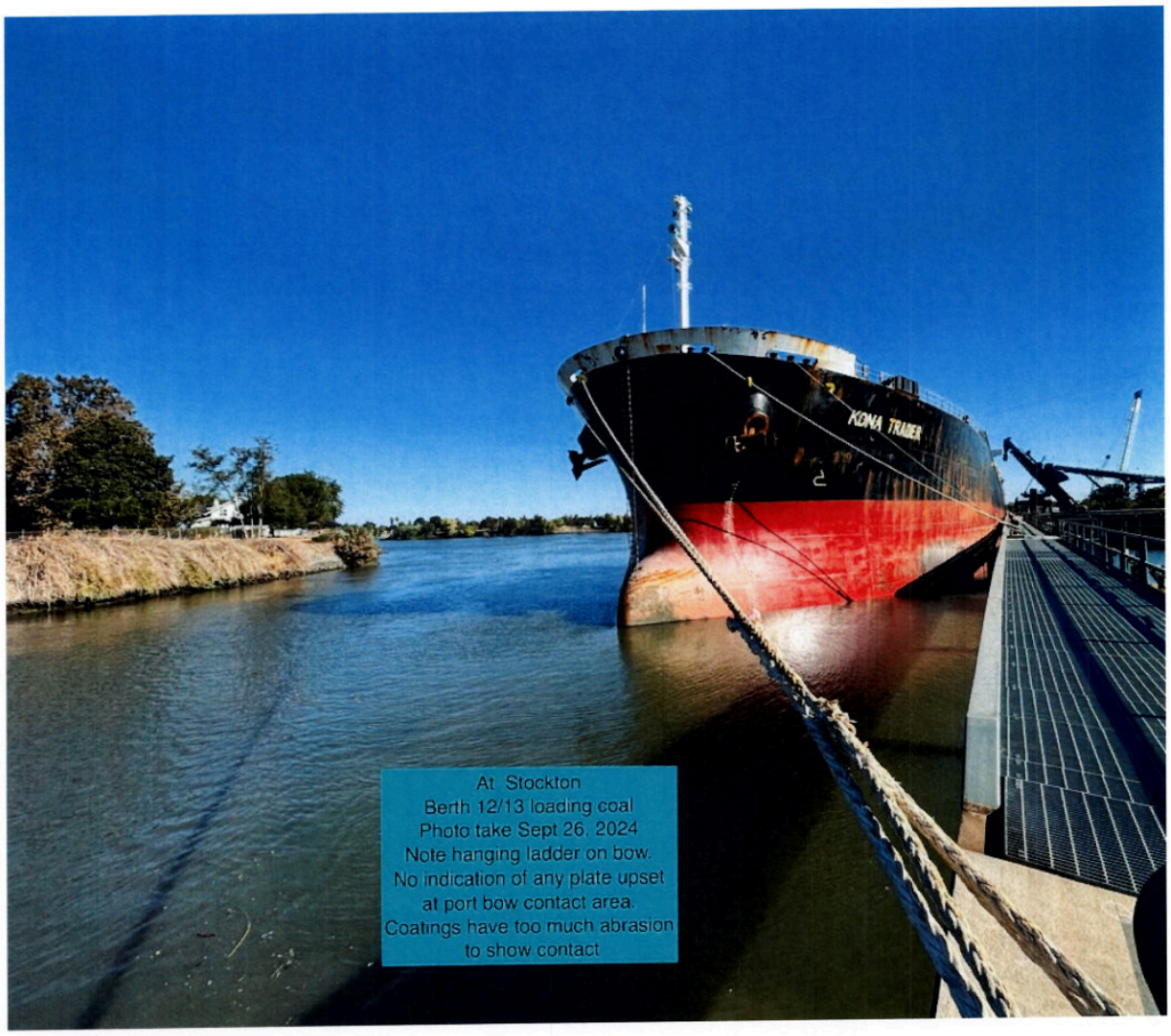
JUMP TO AGENDA



The concrete pier deck is supported by several "I" beams. The one above is supports the ship side of the pier. It shows damage to the flange and web over 10' of length. The location is consistent with the area of contact.

KONA TRADER PORT OF STOCKTON BERTH 12/13
DOI Sept 25, 2023

JUMP TO AGENDA



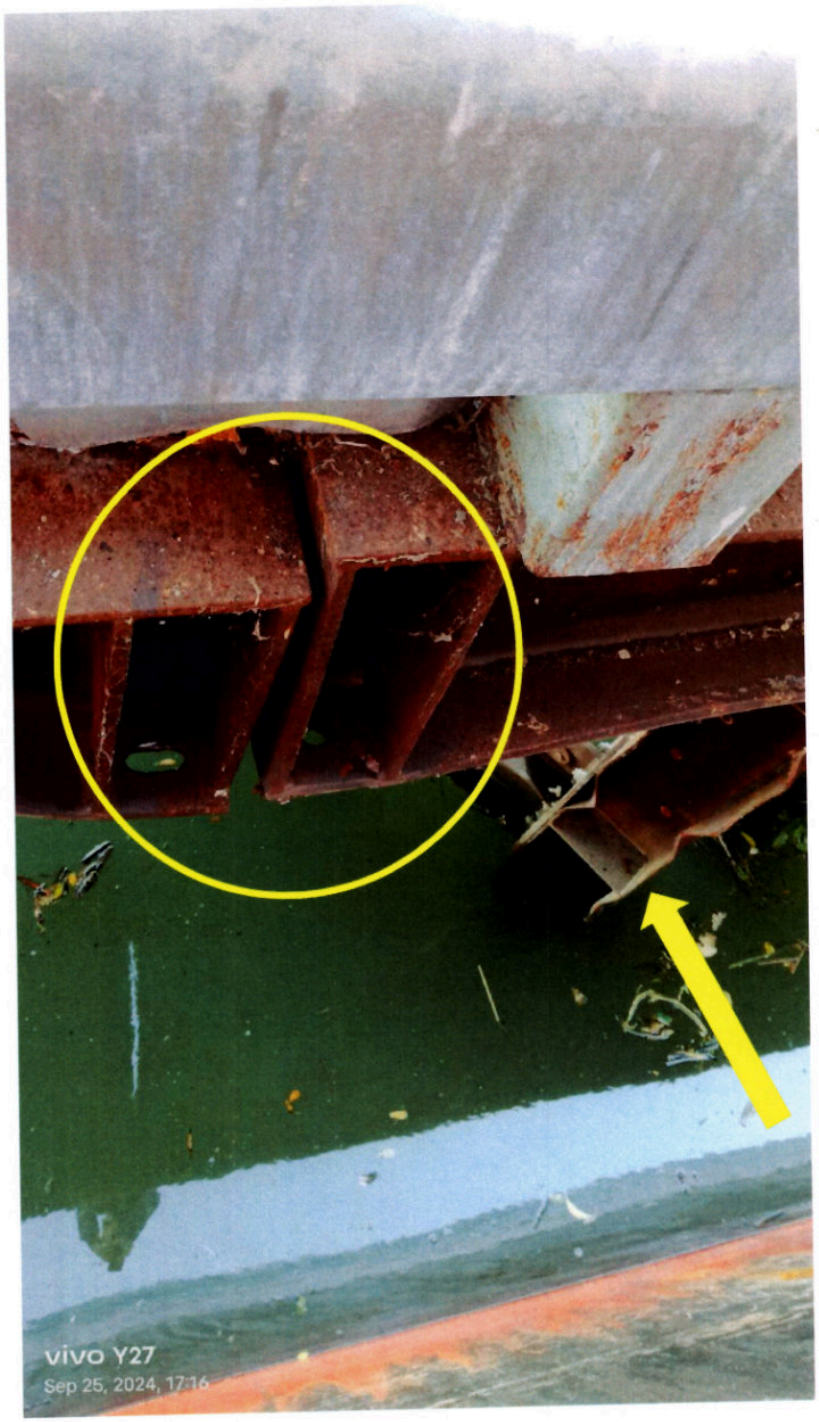
Damage to coatings on bulbous bow were consistent with the age of the hull coatings. No conclusions could be draw by commission investigator of the impact location on the ship through inspecting the bow.

Kona Trader Port of Stockton Dof I September 25, 2024

JUMP TO AGENDA

KONA TRADER – Photos of Damage (Sent by Vessel Agent)

JUMP TO AGENDA

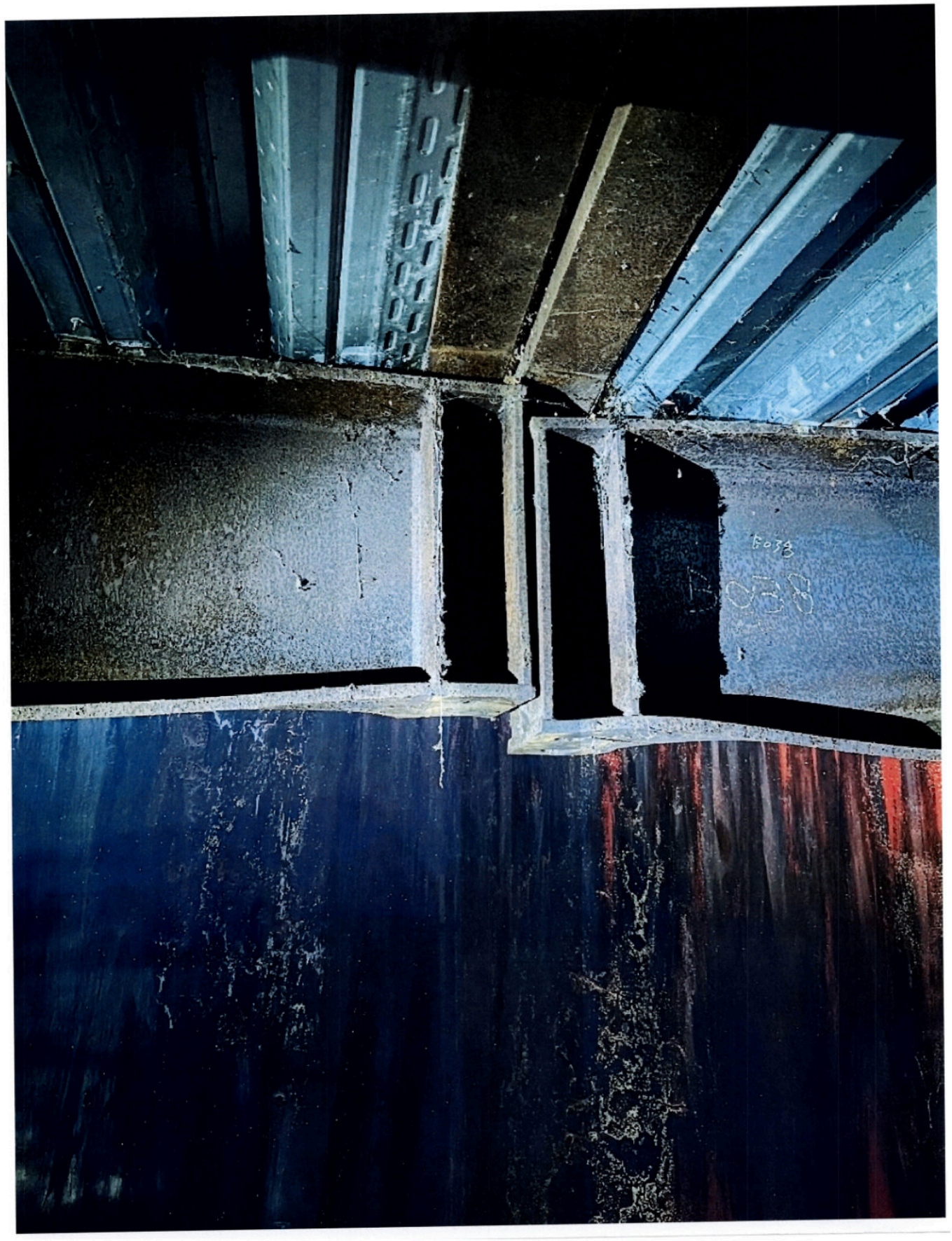


JUMP TO AGENDA

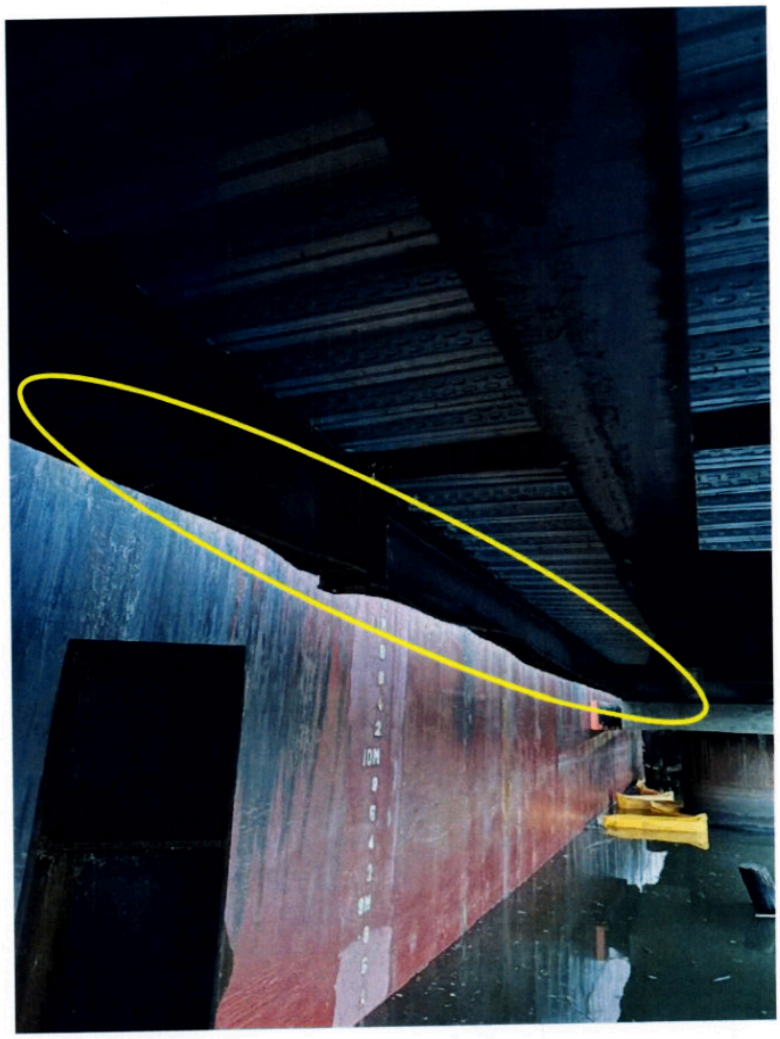
JUMP TO AGENDA

KONA TRADER – Photos of Damage (Sent by (b) (6) , Port of Stockton)

JUMP TO AGENDA



JUMP TO AGENDA



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JUMP TO AGENDA

JUMP TO AGENDA

JUMP TO AGENDA

Attachment 6: M/V KONA TRADER, Photographs of Vessel Damage

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Attachment 7: Bureau Veritas Vessel Survey

ATTACHMENT 7

Report No: MIA0/2024/J5949

BUREAU VERITAS

REPORT OF SURVEY FURTHER TO A DETENTION OR RESTRICTION/NON-DETAINABLE DEFICIENCY

Name of ship: KONA TRADER
IMO No: 9374208
Port of registry: LIMASSOL, Cyprus
Gross tonnage: 39737
Year of build: 2007
BV Register Number: 34795X
Place of inspection: STOCKTON, CA
Port State Control notified: US Coast Guard, USA.
Date of notification by Port State Control: 25 September 2024

At the request of the Manager/Owner, the undersigned, Surveyor to Bureau Veritas declares having surveyed the above-mentioned vessel at Port of STOCKTON, CA, USA on 26 September 2024 for the purpose of reporting the on-board actions taken as requested by the Port State Control Organization – USCG

The following items were dealt with at this time:

As per the manager/owner, on 25 September 2024, while maneuvering at Stockton Port with pilot on board, the vessel's bow made contact with the berth.

Findings of the Surveyor after survey:

External tanks have been examined visually. Internal forepeak tank was examined visually.

The survey found no apparent signs of buckling, penetrations, indentations, or any other structure damage. There is no loss of critical components of the vessel.

BV Mod Ad. WE 1341

This report is issued within the scope of the BUREAU VERITAS Marine Division General Conditions at the request of the Owner/Manager/Master.

BUREAU VERITAS MARINE & OFFSHORE

Made at: STOCKTON, CA, USA

On: 26 September 2024

(b) (6)

(b) (6)

Surveyor to Bureau Veritas

(b) (6)

(b) (6)

M/V KONA TRADER

(b) (6)

LIMASSOL

The latest published Rules of the Bureau Veritas Marine Division and the General Conditions therein are applicable.

La dernière édition des Règlements de la Division Marine du Bureau Veritas ainsi que les conditions Générales qui y figurent sont applicables

Any person not a party to the contract pursuant to which this certificate is delivered may not assert a claim against Bureau Veritas for any liability arising out of errors or omissions which may be contained in said certificate, or for errors of judgement, fault or negligence committed by personnel of the Society or of its Agents in the establishment or issuance of this certificate, and in connection with any activities for which it may provide.

Toute personne qui n'est pas partie au contrat aux termes duquel ce document est délivré ne pourra engager la responsabilité du Bureau Veritas pour les inexactitudes ou omissions qui pourraient y être relevées ainsi que pour les erreurs de jugement, fautes ou négligences commises par le personnel de la Société ou par ses agents dans l'établissement de ce document et dans l'exécution des interventions qu'il comporte

BV Mod Ad. WE 1341

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Attachment 8: FOIA Request to USCG

ATTACHMENT 8

Garfinkle, Allen@BOPC

From: Garfinkle, Allen@BOPC
Sent: Tuesday, October 1, 2024 2:21 PM
To: Fong, Kevin K CIV USCG SEC SAN FRAN (USA)
Subject: Board of Pilot Commissioners

Good day Kevin,

I hope this email finds you well. Thanks for the information on the RUBY PRINCESS.

Unfortunately, I have a new Freedom of Information Act (FOIA) request for you. This one involves a ship called the KONA TRADER that had an allision with the pier in Stockton, CA on September 25, 2024.

Please provide all reports in the Coast Guard's possession related to the incident involving the KONA TRADER on September 25, 2024. I will accept documents with personal information redacted to preserve confidentiality.

Thank you.

Respectfully,

Allen G.

Allen Garfinkle
Executive Director
Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun
660 Davis Street, San Francisco, California 94111
[redacted]
Phone: 415-397-2253
[redacted]

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Garfinkle, Allen@BOPC

From: Fong, Kevin K CIV USCG SEC SAN FRAN (USA) [redacted]
Sent: Thursday, October 3, 2024 2:52 PM
To: Garfinkle, Allen@BOPC
Subject: RE: Board of Pilot Commissioners

Hello Allen,

I acknowledge receipt of your FOIA request for all reports related to the M/V KONA TRADER allision with Pier 12/13 in the Port of Stockton, California, on September 25, 2024.

The Case number is 1411561, and the case is still in progress with LT Claire Hurley. I will ask LT Hurley to see what evidence (documents/records) she has collected that may be available for release to you.

Respectfully,

Kevin

Kevin Fong
Investigative Support Specialist
Unit FOIA Coordinator

USCG Sector San Francisco
Prevention Department
Investigations Division
[redacted]
San Francisco, CA 94130-1527
[redacted] Telephone
[redacted] Fax

From: Garfinkle, Allen@BOPC [redacted]
Sent: Tuesday, October 1, 2024 2:21 PM
To: Fong, Kevin K CIV USCG SEC SAN FRAN (USA) [redacted]
Subject: [Non-DoD Source] Board of Pilot Commissioners

Good day Kevin,

I hope this email finds you well. Thanks for the information on the RUBY PRINCESS.

Unfortunately, I have a new Freedom of Information Act (FOIA) request for you. This one involves a ship called the KONA TRADER that had an allision with the pier in Stockton, CA on September 25, 2024.

Please provide all reports in the Coast Guard's possession related to the incident involving the KONA TRADER on September 25, 2024. I will accept documents with personal information redacted to preserve confidentiality.

Thank you.

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Respectfully,

Allen G.

Allen Garfinkle
Executive Director
Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun
660 Davis Street, San Francisco, California 94111
[redacted]
Phone: 415-397-2253
[redacted]

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U.S. Department of Homeland Security
United States Coast Guard

Commander
United States Coast Guard
Sector San Francisco

[redacted]
San Francisco, CA 94130
Staff Symbol: (spv)
Phone: [redacted]
Fax: [redacted]
Email: [redacted]

5720
FOIA 2025-CGFO-00083
December 2, 2024

VIA ELECTRONIC MAIL
[redacted]

Allen Garfinkle
Executive Director
Board of Pilot Commissioners for the Bays of San Francisco, San Pablo and Suisun
660 Davis Street
San Francisco, CA 94111-1904

Dear Mr. Garfinkle:

This is the final response to your October 1, 2024, request to the U.S. Coast Guard (USCG) under the Freedom of Information Act (FOIA) for all records related to the M/V KONA TRADER allision with Pier 12/13 in the Port of Stockton, California, on September 25, 2024.

I am granting your request under the FOIA, Title 5 United States Code (USC), Section 552, as amended, and U.S. Department of Homeland Security's (DHS) implementing regulations, Title 6 Code of Federal Regulations (CFR), Chapter I and Part 5.

This office received your request on October 3, 2024. Subsequently, USCG Headquarters' FOIA/Privacy Act Office (CG-6P) assigned FOIA Number 2025-CGFO-00083 to your request. In responding to a FOIA request, the USCG will search for responsive documents in its control on the date the search began. We began our search on October 3, 2024.

During our telephone conversation on November 27, 2024, you agreed to limit your request to specific records identified in the enclosed Records Index: a total of 60 pages, 2 video files, and 1 audio file. In your written request, you had allowed me to redact any personally identifiable information in the records. I have also considered the foreseeable harm standard when reviewing the record set and have applied the FOIA exemptions as required by the statute and the Attorney General's guidance.[1] I consulted with the Investigations Division of Sector San Francisco and as a matter of administrative discretion, I am releasing 26 pages of records, 2 video files, and 1 audio files in their entirety and 34 pages as partially releasable pursuant to FOIA Exemption 6 (Title 5 USC, Section 552(b)(6)).

FOIA Exemption 6 exempts from disclosure personnel or medical files and similar files the release of which would cause a clearly unwarranted invasion of personal privacy. This requires a balancing of the public's right to disclosure against the individual's right to privacy. The types of documents and/or information that we have withheld may consist of social security numbers, home addresses,

[1] Department of Justice (DOJ), "Freedom of Information Act Guidelines," March 15, 2022, https://www.justice.gov/ag/page/file/1483516/download

dates of birth, or various other documents and/or information belonging to a third party that are considered personal. The privacy interests of the individuals in the records you have requested outweigh any minimal public interest in disclosure of the information. Any private interest you may have in that information does not factor into the aforementioned balancing test.

Furthermore, in following DHS Instruction 262-11-004, FOIA Officers/Coordinators at the USCG have been instructed to withhold personally identifiable information (PII) and sensitive personally identifiable information (SPII) of USCG personnel unless a determination is made that the disclosure does not raise security or privacy concerns, or if those concerns are outweighed by any public interest in that information. This policy is available online at: https://www.dhs.gov/publication/foia-compliance-instruction-262-11-004-dhs-employee-personal-identifiable-information. Under this policy, the names of senior leaders, spokespersons, and political appointees are generally releasable. With respect to this FOIA request, the USCG may have applied FOIA Exemption 6 to protect PII of USCG employees, including names and contact information. To the extent that USCG has withheld employee PII within these records, it has been determined that the employee(s) has/have substantial and legitimate privacy interests and that these interests are not outweighed by any public interest in the operations of the U.S. Coast Guard.

I have enclosed the 60 pages, 2 video files, and 1 audio file with certain information withheld as described above except for the employee/work information already known to you of the involved Pilot, Mr. Matthew Stevens.

Provisions of the FOIA allow us to recover part of the cost of complying with your request. In this instance, because the timeframe for responding to your request was not met, there is no charge.

This completes the U.S. Coast Guard's response to your request. If you need any further assistance or would like to discuss any aspect of your request, please contact this office. You may also contact our FOIA Public Liaison at [redacted] email [redacted]

For additional information on the Freedom of Information Act, including Appeals and Mediation, see the DHS's FOIA webpage at https://www.dhs.gov/foia.

Sincerely,

[redacted]

KEVIN FONG
Freedom of Information Act Coordinator
U.S. Coast Guard
By direction

Enclosures: (1) Responsive Records: 60 pages, 2 video files, and 1 audio file
(2) Records Index

Copy: Commandant (CG-6P)

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Attachment 9: Correspondence with M/V KONA TRADER's Agent

ATTACHMENT 9

Garfinkle, Allen@BOPC

From: Fillette Green – SFO [redacted]
Sent: Tuesday, October 8, 2024 3:24 PM
To: Garfinkle, Allen@BOPC; Fillette Green – SFO
Cc: MV Kona Trader - Bridge; 'HORIZON BULKERS S.A.'
Subject: RE: KONA TRADER

EXTERNAL EMAIL. Links/attachments may not be safe.

Good afternoon Allen,

Thanks your message below and I have Capt. Laury's email address cc with your requested information and they will respond
Accordingly.

Kind Regards,

Ronnie M. Celio
Operations Manager
FILLETTE GREEN SHIPPING SERVICES (USA) CORP
"As Agents Only"

[redacted]
South San Francisco, CA. 94080
Office Phone: [redacted]
Cell:
Fax:
E-Mail:
As Agents Only, For and on Behalf of our Principal

From: Garfinkle, Allen@BOPC [redacted]
Sent: Tuesday, October 8, 2024 3:14 PM
To: Fillette Green – SFO <[redacted]
Subject: KONA TRADER

Good day,

I am the Executive Director of the Board of Pilot Commissioners for San Francisco, San Pablo, and Suisun Bays.

We have a state-mandated duty to investigate all marine incidents involving a license of our Board, in this case the San Francisco Bar Pilot on board the KONA TRADER on September 25, 2024.

As part of this investigation, our investigator on scene requested copies of the Bell Book, Logbook, Pilot Card, Master's Statement, copy of USCG 2692 filed, statements from any other crew members who witnessed damage, and any other written records relevant to the event.

1

Please inform the owners of this request.

Thank you.

Respectfully,

Allen G.

Allen Garfinkle
Executive Director
Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun
660 Davis Street, San Francisco, California 94111
[redacted]
Phone: 415-397-2253
[redacted]

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Attachment 10: Various Correspondence from M/V KONA TRADER's Owner to Bureau Veritas, Vessel's Master, and Vessel's Agent

ATTACHMENT 10

Print copy for: MARINE I
Message: 1290371

From: TECHNICAL MANAGER [redacted]
Subject: MV KONA TRADER/ BV Nr 34795X / ATTENDANCE AT STOCKTON / SAN FRANCISCO
Date: September 26th 2024, 03:34:15
To: BV - USA (usa.surveys@bureauveritas.com)
Cc: lax@fillettegreen.com, GRC_CPI@bureauveritas.com, (b) (6) [redacted]@bureauveritas.com, (b) (6) [redacted]@bureauveritas.com, (b) (6) [redacted]@bureauveritas.com

TO:BV USA
TO:BV PIRAEUS
SUBJECT:MV KONA TRADER/ BV Nr 34795X / ATTENDANCE AT STOCKTON / SAN FRANCISCO

Dear Sirs,

Kindly be advised that our vessel KONA TRADER while maneuvering at Stockton port with pilot on board, came into contact with the berth , with her bow.
Basis the above kindly urgently arrange attendance at Stockton port today 26th Sept for assessment of any damages.

Vessel's agents are:
(b) (6) [redacted] Operations Manager
FILLETTE GREEN SHIPPING SERVICES (USA) CORP
Fillette Green flag [redacted] Long Beach, CA. 90802
Office Phone: [redacted]
Cell: (b) (6) [redacted] Fax: [redacted]
E-Mail: [redacted]

Thank you in advance for your assistance

Kindly confirm your arrangements

Best Regards

(b) (6) [redacted]
Technical department
Horizon bulkers

JUMP TO AGENDA

8012712 - [redacted] - 002

Print copy for: MARINE I
Message: 1290368

From: DPTY DIR [redacted]
Subject:
Date: September 26th 2024, 03:25:50
To: MV KONA TRADER - BRG [redacted]

Urgent

Dear Captain ,

Following the incident of touching berth please be advised that we are arranging a club correspondent to attend for advise and protection of our interests (our Ops reading in copy to notify the club accordingly for attendance now after briefly explaining the incident) . At the same time we are arranging a class representative also to attend for assesement of the damage. Our technical reading in copy to seek for urgent attendance prior we lose sight of the damage internally . To be discussed if this hold being affected (if it actually is) can be left empty until the class attends without changing our schedule.
In the meantime please send us detailed photos from the outside and inside of the touching area on the ship and also of the berth where the vessel hit.
As [redacted] has advised you make sure that you have proper instructions from our technical dept on how to operate the vdr soonest as not to lose data.
Lastly advise us also if there has been any impact on your schedule because of this incident or berthing has continued without any affect.

Best regards
CE
Horizon

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Print copy for: MARINE I
Message: 1290369

From: OPERATION MANAGER [redacted]
Subject: FW: NW24-226 / KONA TRADER - berth 12/13 structure damage during berthing
Date: September 26th 2024, 03:29:58
To: FILLETTE GREEN CA [redacted]
Cc: [redacted]@jeragm.com

Good day

Well received your message.
Master already notified us and we are arranging for class and Pandi club attendance.
Please assist them for smooth attendance as regards this incident.

Best Regards,

(b) (6)
Manager
Operations Department

Horizon Bulkers S.A.
[redacted]
14561, Kifissia, Greece
Tel: (b) (6)
Mob: (b) (6)

_____Original Message_____

Message: 7013663
From: FILLETTE GREEN CA
Subject: FW: NW24-226 / KONA TRADER - berth 12/13 structure damage during berthing
Date: 2024-09-26T03:14:54
To: FILLETTE GREEN CA, [redacted]
Cc: [redacted]@jeragm.com

Good Day Horizon Bulker,

Please find below from Port of Stockton and to put you in notification in regards to damage of Dock 12/13 during vessel berthing.

Captain already made some photos of the dock portion that has structural damage and he will send to us soon.

Agent also informed the Master to call his Owner's on this matter so you can act accordingly.

Kind Regards,

(b) (6)
Operations Manager
FILLETTE GREEN SHIPPING SERVICES (USA) CORP
"As Agents Only"

JUMP TO AGENDA

[redacted]
South San Francisco, CA. 94080
Office Phone: [redacted]
Cell: (b) (6)
Fax: [redacted]
E-Mail: [redacted]
As Agents Only, For and on Behalf of our Principal

From: (b) (6) [redacted]
Sent: Wednesday, September 25, 2024 4:33 PM
To: Fillette Green – SFO [redacted]
Cc: (b) (6) [redacted]
Subject: berth 12/13

Hello,

On arrival to PoS, the M/V Kona Trader struck dock 12/13 causing what appears to be significant damage; the Port is placing the M/V Kona trader on notice for all costs associated with damage and delays.

Please reach out with any questions or concerns. A police report of the incident will soon be available.

Thanks,
(b) (6) [redacted]

(b) (6) [redacted] | Manager of Maritime Operations | Port of Stockton
[redacted], Stockton, CA 95201
Office: [redacted]
Cell: (b) (6) [redacted]
(b) (6) [redacted]
www.portofstockton.com

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Attachment 11: USCG Marine Casualty , Commercial Diving Casualty, or OCS-Related Casualty Report (Form CG-2692)

ATTACHMENT 11

DEPARTMENT OF HOMELAND SECURITY
U.S. Coast Guard

OMB No: 1625-0001
Exp. Date: 07/31/2022

REPORT of MARINE CASUALTY, COMMERCIAL DIVING CASUALTY, or OCS-RELATED CASUALTY

Section I - Reporting Vessel/Facility Information

1. Vessel or Facility Name: MV KONA TRADER	2. Vessel Official Number or IMO Number: 9374208	3. Vessel Flag: CYPRUS
4. Vessel Length: 224.94 ☐ Feet ☒ Meters	5. Vessel Gross Tons: 39,737	6. Vessel Propulsion Type: DIESEL
7. Vessel or Facility Type: BULK CARRIER	8. Vessel or Facility Service or Occupation	

9. FOR TOWING ONLY — 9a. Arrangement: ☐ Pushing Ahead ☐ Towing Astern ☐ Towing Alongside; 9b. Number of Vessels Towed: Empty ____ Loaded ____ Total ____; 9c. Maximum Size of Tow/Tow-Boat(s): Length ____ feet Width ____ feet; 9d. Did one or more of the barges in the tow cause or sustain damage in the marine casualty? ☐ Yes ☐ No (If Yes complete and attach one or more CG-2692A forms to this report)

Section II - Reason for Submitting this Report (Check all that apply)

10. The above vessel was involved in a Marine Casualty consisting in (46 CFR 4.05-1 and 4.05-10):
- ☐ 1. Unintended grounding or an unintended strike of (allision with) a bridge
- ☐ 2. Intended grounding or intended strike of a bridge that created a hazard to navigation, the environment or the safety of the vessel, or that meets any of the criteria in 3 through 8 below
- ☐ 3. Loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel
- ☐ 4. Occurrence materially and adversely affected the vessel's seaworthiness or fitness for service or route
- ☐ 5. Loss of life
- ☐ 6. Injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties
- ☒ 7. Occurrence causing property damage in excess of $75,000
- ☐ 8. Occurrence involving significant harm to the environment

11. The above facility or vessel was involved in a Commercial Diving Casualty involving (46 CFR 197.484):
- ☐ 1. Loss of life
- ☐ 2. Diving-related injury to any person causing incapacitation for more than 72 hours
- ☐ 3. Diving-related injury to any person requiring hospitalization for more than 24 hours

12. The above facility or vessel was involved in an OCS Facility Casualty Resulting in (33 CFR 146.30 and 146.35):
- ☐ 1. Death
- ☐ 2. Injury to 5 or more persons in a single incident
- ☐ 3. Injury causing any person to be incapacitated for more than 72 hours
- ☐ 4. OCS Facility only - Damage affecting the usefulness of primary lifesaving or firefighting equipment
- ☐ 5. OCS Facility only - Damage to the facility exceeding $25,000 resulting from a collision by a vessel with the facility
- ☐ 6. OCS Facility only - Damage to a floating OCS facility exceeding $25,000

Section III - Associated Parties Information (Fill all fields that apply)

13. Name of Owner: NEFELIA SHIPPING S.A.	Telephone: C/O	14. Name of Operator or Manager: HORIZON BULKER S.A.	Telephone: [redacted]
Address: TRUST COMPANY COMPLEX, AJELTAKE ROAD, AJELTAKE ISLAND, MAJURO, MARSHALL ISLANDS MH96960	Email address: [redacted]	Address: 53 TATOIOU & STREIT STREET [redacted]	Email address: [redacted]
15. Name of Master or Person-In-Charge (Last, First, Middle): CAPT. (b) (6)	Telephone: (b) (6)	16. Name of Agent (Last, First, Middle): FILLETTE GREEN SHIPPING SERVIC	Telephone: [redacted]
Address:	Email address:	Address: [redacted]	Email address: [redacted]
17. Name of Dive Supervisor (Last, First, Middle)	Telephone	18. Name of Pilot (Last, First, Middle): MATT STEVENS	Telephone: (b) (6)
Address:	Email address:	Address: SAN FRANCISCO BAR PILOT OFFICE TEL [redacted]	Email address:

Section IV - Casualty Information

19. Date/Time (local) of Occurrence: 25.09.2024 / 1524LT	20. Location-Name of Body of Water or Waterway: STOCKTON BERTH #12/13 Latitude: Longitude: River Mile Marker: OR 0
21. Property Damage Estimated Damage Cost(s) to: Vessel: $ Cargo: $ Facility: $ Other: $	Describe the Extent of Property Damage: BENDED RECTANGULAR BAR ON THE BERTH

22. Status of Involved Persons (If there are 1 or more injured, dead or missing persons complete and attach one or more CG-2692C forms to this Report)
Total Number of Persons: On Board the Vessel: 22 Injured: ____ Dead: ____ Missing: ____

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Section IV - Casualty Information *(continued)*

23. Was This Casualty a Serious Marine Incident (SMI) as Defined in 46 CFR 4.03-2?

☐ Yes ☒ No ☐ Not at this Time. But is Likely to Become an SMI *(If Yes or Is Likely to Become an SMI complete/attach one or more CG-2692B forms to this report)*

24a. Is there any evidence of alcohol or drug use by or intoxication of individuals directly involved in the casualty?

☐ Yes ☒ No *(If Yes, identify those individuals for whom evidence has been obtained and specify the method to obtain such evidence in block 24c)*

24b. Did any individual directly involved in a casualty refuse to submit to, or cooperate in, the administration of a timely chemical test, when directed by a law enforcement officer or by the marine employer?

☐ Yes ☒ No *(If Yes, note the individual(s) who refused in block 24c)*

24c. Individuals with evidence of drug or alcohol use, evidence of intoxication, or who refused to submit/cooperate in a timely chemical test *(if more space is needed, continue in block 25c)*

NO ANY DRUG/ALCOHOL USED

24d. Is there evidence that alcohol use contributed to this casualty?

☐ Yes ☒ No *(If Yes, discuss in block 25b)*

25. Nature and Circumstance of the Casualty:

25a. Activity or Operation Being Conducted at the Time of the Casualty:

BERTHING ALONGSIDE AT STOCKTON BERTH NO. 12/13

25b. Description of the Casualty (casualty events and the conditions and actions that were believed to be causal factors as well as any hazards created as a result of the casualty. Attach additional sheets if necessary.):

WHILE UNDER PILOTAGE WITH A SENIOR AND A TRAINEE PILOT AND DURING VESSEL APPROACHING AT BERTH PORT SIDE ALONGSIDE AND START TURNING THE VESSEL TO STBD, THE CH/OFF REPORTED TO THE BRIDGE THAT THE DISTANCE IS ABT 180MTR.
DURING THIS TIME THE 2 PILOTS STARTED TALKING WITH REGARDS TO MANUEVER OF THE VESSEL IN THIS AREA.
THE TRAINEE PILOT WHO WAS GIVING THE ORDERS , ORDERED TO CAST OFF THE PORT SIDE TUG TO TRANSFER TO THE OTHER SIDE OF THE VESSEL BUT STILL THE VESSEL HAD HEADWAY OF ABT 1.5 KTS.
THE PILOT ORDERED SLOW ASTERN. THE DISTANCE WAS REDUCING AS PER THE REPORTING OF THE CH/OFF.
AFTER THE TUG CASTED OFF THE CHIEF OFFICER REPORTED THAT WE WILL HIT THE BERTH WITH OUR BULBOUS BOW,
FINALLY THE DUTY OFFICER WAS ORDERED TO HALF ASTERN BUT IS TOO LATE AND UNFORTUNATELY THE BERTH IS ALREADY TOUCHING OUR BULBOUS.
THE INCIDENT WAS REPORTED TO THE COMPANY VIA TELEPHONE AND THE COMPANY INFORMED THE CLASS AND THE P&I CLUB.
THE INCIDENT IS STILL UNDER INVESTIGATION.

25c. Any other comments, including with respect to use of or need for emergency response equipment:

Section V - Person Making this Report

26. Name *(PRINT) (Last, First, Middle)*	27. Signature:	28. Date
CAPT. (b) (6)		09/25/2024
29. Title	30. Address	
MASTER		
31. Telephone No.	32. Email	
(b) (6)	[redacted]	

CG-2692 (03/22)

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INSTRUCTIONS FOR COMPLETION OF FORM CG-2692
REPORT OF MARINE CASUALTY, COMMERCIAL DIVING CASUALTY, OR OCS-RELATED CASUALTY

WHEN TO USE THIS FORM

1. This form satisfies the requirement for written reports of casualties and accidents found in the Code of Federal Regulations for vessels, commercial diving operations, and Outer Continental Shelf (OCS) facilities. Depending on the circumstances surrounding an incident, a written report may be required if it meets one or more of the conditions described in instructions 2 - 4.

2. VESSELS. If you are the owner, agent, master, operator, or person in charge of a vessel, other than a public vessel or an uninspected recreational or state-numbered vessel, you must submit a report if your vessel:
   - A. is involved in a marine casualty or accident that occurs upon the navigable waters of the United States, its territories or possessions and meets any of the criteria in block 10, or
   - B. is a United States vessel involved in a marine casualty or accident, wherever such casualty or accident occurs, that meets any of the criteria in block 10, or
   - C. is a foreign vessel engaged in OCS activities as defined in 33 CFR 140.10 and is involved in a marine casualty or accident that meets any of the criteria in block 10, or
   - D. is a foreign tank vessel operating in waters subject to the jurisdiction of the United States, including the Exclusive Economic Zone (EEZ), which involves significant harm to the environment or material damage affecting the seaworthiness or efficiency of the vessel.

3. DIVING.
   - A. Commercial Diving. If you are the master or person in charge of a vessel or facility from which a commercial diving operation is conducted: (1) at any deepwater port or the safety zone thereof as defined in 33 CFR Part 150; (2) from any artificial island, installation, or other device on the Outer Continental Shelf (OCS) and the waters adjacent thereto as defined in 33 CFR Part 147 or otherwise related to activities on the OCS; (3) from any vessel required to have a certificate of inspection issued by the Coast Guard, including mobile offshore drilling units, regardless of their geographic location; or (4) from any vessel connected with a deepwater port or within the deepwater port safety zone or from any vessel engaged in activities related to the OCS, you must submit a report if there is a diving casualty meeting the criteria in block 11, except if the diving operation is:
     1. performed solely for marine scientific research and development purposes by educational institutions,
     2. performed solely for research and development for the advancement of diving equipment and technology, or
     3. performed solely for search and rescue or related public safety purposes by or under the control of a governmental agency.
   - B: All Other Diving. Any occurrence of injury or loss of life to any person while diving from a vessel subject to instruction 2 and using underwater breathing apparatus must be reported under instruction 2.

4. OUTER CONTINENTAL SHELF (OCS) FACILITIES. If you are the owner, operator, or person in charge of an OCS facility engaged in OCS activities as defined in 33 CFR 140.10, you must submit a report if your facility is involved in a casualty or accident that meets any of the criteria in block 12.

COMPLETION OF THIS FORM

5. In accordance with 46 CFR §4.05-10, 46 CFR §197.486, and 33 CFR §146.35, this form shall be filled out as completely and accurately as possible. Please type or print clearly. Fill in all blanks that apply to the kind of accident that has occurred. If a block is not applicable, the abbreviation "NA" should be entered in that space. If the answer is unknown and cannot be obtained before the report has to be submitted (i.e. within 5 days of the accident), the abbreviation "UNK" should be entered in that block. If "NONE" is the correct response, enter it in the block.

6. Once completed, deliver, email, or fax this form within 5 days of the casualty to the Coast Guard Sector, Marine Safety Unit, or Activity nearest the location of the casualty or, if at sea, nearest the arrival port. https://www.uscg.mil/Units/Organization/

7. Tugs or towboats with tows under their control shall complete blocks 9a through 9d and, if one or more barges in their tow causes or sustains damage or meets any other reporting criteria, use the "Barge Addendum," CG-2692A to report information on the barge(s) involved.

8. If an incident involves multiple barges suffering or causing damage while moored or anchored (such as in a fleeting area), or breaking away from their moorage and causing or sustaining damage, enter the location of the moorage in Block 1 of the CG-2692 and complete the form except for blocks 2-8. Details for the barges will be entered on the CG-2692A. If a single barge is involved in a marine casualty while moored or anchored, it shall be documented as any other vessel using the CG-2692.

9. If the casualty meets the criteria for a serious marine incident as defined in 46 CFR §4.03, use the "Chemical Drug and Alcohol Testing Addendum," CG-2692B to report information on required drug and alcohol testing following a serious marine incident.

10. If one or more persons on the vessel or facility were injured, killed, or missing as a result of the casualty, use the "Personnel Casualty" Addendum," CG-2692C to report information on the extent of all personnel casualties.

11. For facilities and vessels engaged in OCS activities who are reporting a casualty in accordance with 33 CFR §146.35 or 33 CFR §146.303, use the "Involved Persons and Witnesses Addendum," CG-2692D to provide a list of all involved persons and witnesses to the casualty being reported. The CG-2692D may also be used to provide data on persons involved or witnessing a marine casualty or commercial diving casualty.

12. Block 20 - "Location": Always identify the body of water or waterway. Latitude and longitude to the nearest tenth of a minute should always be entered except in those rivers and waterways where a mile marker system is commonly used. In those cases, the mile number to the nearest tenth of a mile should be entered. If the latitude and longitude, or mile number, are unknown, reference to a known landmark or object (buoy, light, etc.) with distance and bearing to the object is permissible.

Privacy Act Statement

Authority: The authority for this collection is 46 U.S. Code 6101.

Purpose: The Coast Guard uses this information in gathering facts to determine causes surrounding reportable marine casualties. This information assists in promoting the safety of life, property, and the protection of the marine environment through preventing the reoccurrence of accidents.

Routine Uses: Reportable marine casualty information is needed for Coast Guard investigations of vessel casualties involving injury, death, property damage, environmental damage and dangerous conditions and for preparation and submission of data reports mandated by Congress (see 46 U.S.C. 6301). Information gathered is also used to determine whether new or revised safety laws, regulations, and policies are necessary. Additionally, chemical testing information is needed to improve Coast Guard detection and reduction of drug use by mariners. Any external disclosures of information within this record will be made in accordance with DHS/USCG-013 Marine Information for Safety and Law Enforcement, June 25, 2009, 74 FR 30305.

Disclosure: Furnishing this information is mandatory. Failure to furnish the requested information for occurrences that are reportable marine casualties, diving casualties, or OCS-related casualties may result in civil penalty.

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Attachment 12: USCG Summary of Interview with Master of the M/V KONA TRADER

ATTACHMENT 12

U.S. COAST GUARD SUMMARY

Matter Under Investigation: KONA TRADER Allision with Port of Stockton

Phone Call with the Master of M/V KONA TRADER
Date/Time: October 1, 2024 / 1200
Location: Sector San Francisco

The master of the M/V KONA TRADER, (b) (6) called Sector San Francisco after receiving an email request for a CG-2692. Due to language barriers, the vessel's agent, (b) (6), who was onboard the vessel at the time was also on the line.

(b) (6) stated there was 2 pilots onboard for the transit and approach to the pier in Stockton. He stated the senior pilot was Matthew Stevens and there was a training pilot directing most of the tug movements who he believed was named (b) (6).

(b) (6) stated he believed the turn to starboard was late and the vessel had too much forward momentum. He stated he thought the vessel's speed at the time was around 1.5 kts. (b) (6) stated crewmembers on the bow radioed the bridge and told them of the bow's contact with the pier.

(b) (6) stated they vessel informed the terminal of the damage, and he sent an email to the company to request class attendance. He also stated he sent the Coast Guard a copy of the class report the next day.

(b) (6)
(b) (6)
Name/Signature of Investigator
Date October 8, 2024

1 of 1

Attachment 13: Tug Operators' Statements (Includes Statements from Masters of CLEO J. BRUSCO, SHARON BRUSCO, and PATRIOT)

ATTACHMENT 13

[redacted] Longview, WA 98632
Phone [redacted]
FAX [redacted]

2 October 2024

To Whom This May Concern:

After putting up my line on the Tug Patriot for the job on the M/V Kona Trader into Stockton Berth 12; I executed all Pilot orders on command. I was situated on the starboard bow of the ship. I was laying alongside for brakes up the channel as the Pilot was approaching the dock. On the final approach to Berth 12, I was stopped while the Tug Cleo J Brusco was on the port bow, pushing. At one point, the Pilot asked me to be prepared to back up while laying alongside. I informed him that I was already doing so and standing by. I recall the Cleo giving distances to the Pilot as he was pushing the bow to starboard. I could not visibly see the distance from the ship to the dock from my angle on the starboard bow. The pilot asked me afterwards to start backing half power which I did immediately. The Pilot then, asked me to back full power which I did immediately. I then recall the Cleo stating he was running out of room and needed to back clear so not to be pinched between the dock and the ship.

Shortly after backing alongside under the instructions of the Pilot, I was instructed to stop and rollout a 90 to proceed to push the ship back to the dock to complete the landing. The remainder of the job was completed without any further event.

All job times are recorded in the official log. After being informed by the Captain on the Cleo, I was informed that the Pilot was also notified of the incident. I was also informed that any further instructions would be conveyed as part of the investigation.

Kind Regards,

[redacted]

Captain Matt Barrett

"The Best in Service"

JUMP TO AGENDA

[redacted] Longview, WA 98632
Phone [redacted]
FAX [redacted]

2 October 2024

To Whom This May Concern:

On the day of Sept 25, 2024, I was the Captain/Operator of the Tug Cleo J Brusco assigned to assist the M/V Kona Trader into dock 12/13 in the Port of Stockton. On arrival of the Kona Trader at the west end of the Port at 1430, I began taking my orders from unit Bravo as the Training Pilot who was working with unit #Tango. I got ordered to put a line up port bow and worked as directed. Coming through the Port dead slow to easy back. On approach to dock 12, I began giving distances to the dock from his bow. First 350ft to the ladder, then 250 Ft. At that time, I got an order to come stem on and take my line down. The ship still had headway on. I got my line down when the bow of the ship was approximately 100 ft to the dock and working dead slow. I reported to the Pilot that he was 50 ft off the dock at this time, and he gave an order to push half. At this point, I was pushing half power and he made contact with the dock while still having headway. I stayed pushing alongside as long as I could before having to tell the Pilot I needed to back out before my boat was damaged. I shifted my boat back to the Port Quarter and resumed taking orders to complete the job.

Sincerely,

[redacted]

Capt. William B. Nern

"The Best in Service"

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[redacted] Longview, WA 98632
Phone
FAX [redacted]

02 October 2024

RE: Personal Statement for MV Kona Trader Docking Incident

To Whom it may concern,

The following is a statement to the best of my recollection for the MV Kona Trader Docking Incident:
On Wednesday, 25 September 2024, as Captain of the Sharon Brusco, at 1437 I began trailing astern off the Starboard Quarter of the MV Kona Trader per orders of the Pilot (T-B). I continued to follow in this position through the port until I was asked what speed I felt comfortable to put my line up. I replied "I'm ready if you are", so just past a derrick barge moored east of berth 14, I touched down on the starboard quarter of the ship, slightly aft of the bridewing. Once my line was fast, I informed the pilot I was all fast and running with. Shortly thereafter, my first command was to come to a 90 and push toward on the ship. Doing this for 1-2 minutes, I was told to "stop". I maintained my position in "ready to work" fashion. Another short time progressed, then pilot orders were to push half toward which I followed. I maintained pushing half through the ship's maneuvering toward the berth at 12/13. As the ships stern neared the berth there were numerous commands of stopping, aways, and towards. Once the ship was alongside the berth, we shifted the ship using my vessel at "45 degrees forward for headway" and various commands followed to position the ship for hold #7 per SSA Representative. At 1648 my line was given back, and I was released from the job per pilot orders.

Blaine C Frost [redacted]

"The Best in Service"

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Attachment 14: USCG MISLE Investigation Report

ATTACHMENT 14

United States Coast Guard

MISLE Incident Investigation Report For

KONA TRADER Allision

On 25Sep2024 22:21:00 Z

MISLE Activity Number: 8012712
MISLE Case Number: 1411561

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I. PRELIMINARY INVESTIGATION – GENERAL INFORMATION

On September 26, 2024, Sector San Francisco Command Center received notification that on September 25, 2024, the M/V KONA TRADER allided with Pier 12/13 at the Port of Stockton and caused an unknown amount of damage.

Initial damage assessment from Port of Stockton representative estimates structural damage exceeding $75,000. Investigative efforts will be continued in the IIA.

I.I EXCEPTIONS

Marine Casualty Investigation: No

Criteria Met:

Pollution Investigation: NA

Criteria Met:

Personnel Investigation: NA

Criteria Met:

I.II DETAILS

Incident Involves: Marine Casualty, Reportable

Level Of Investigation: Data Collection

IMO Classification: Routine

US Classification: Routine

Serious Marine Incident: No

Was a Marine Board convened by Commandant? No

I.III LOCATIONS

Description	Latitude	Longitude
PORT OF STOCKTON, CA	37°57.1 N	121°19.0 W

I.IV INVOLVED PERSONNEL

Name: (b) (6) [redacted]

Team Lead: Yes

Point Of Contact: Yes

Role: Investigation Administration/Review

Status: Assigned

Department Id: 007574

Type/Rank: Officer/Military Officer (O3)

Agency Type/Agency: Federal - DHS/U. S. Coast Guard

Source Id/Source: (b) (6) [redacted] /Direct Access Personnel

Comments:

I.V INVOLVED TEAM

I.VI INVOLVED SUBJECTS

Involved Vessels

Name: KONA TRADER

Flag: MARSHALL ISLANDS

Primary VIN:	9374208
Call Sign:	V7YJ7
Damage Status:	Undamaged
Role:	Involved in a Marine Casualty
Classification, Type, Subtype:	Bulk Carrier, General, General
Gross Tonnage:	
Net Tonnage:	
Dead Wt. Tonnage:	76596
Length:	711.9
Home/Hailing Port:	Limassol
Keel Laid Date:	05Mar2004
Delivery Date:	14Mar2007
Place of Construction:	
Builder Name:	
Propulsion Type:	Diesel Direct
Ahead HP:	10320
Master:	
Classification Society:	BUREAU VERITAS
Owner:	
Operator:	
Inspection Subchapter:	
Most Recent Vessel Inspection Activity:	7973095, 13Aug2024 15:00:00 Z

Involved Persons

STEVENS, MATTHEW

Status:	Not at Risk
Role:	Subject of Investigation
Gender:	Male
Age:	[redacted]
SSN:	(b) (6)
Birth Date:	(b) (6)
Email Address:	
Phone Number:	
Address (Home/Primary Residence):	(b) (6) (b) (6) (b) (6)

Comments:

(b) (6)

Status:	Not at Risk
Role:	Witness
Gender:	
Age:	
SSN:	
Birth Date:	
Email Address:	(b) (6)
Phone Number:	
Address:	

Comments:

Drug and Alcohol Testing. The following people have been determined by the Coast Guard, Law Enforcement Personnel, and/or the Marine Employer to have been directly involved in a Serious Marine Incident as defined in 46 CFR 4.03-2:

Involved Organizations: None

Involved Facilities

Facility Name:	Port of Stockton
Type:	Waterfront Facility
Status:	Damaged and Not Repaired - Operational

Role:
Contact Phone:
Location:

Site of Incident

Latitude: 37°57.0 N
Longitude: 121°17.0 W

Involved Waterways: None

Involved Other Subjects: None

II. INCIDENT INVESTIGATION – GENERAL INFORMATION

On September 25, 2024, at approximately 1521 local time, the Cyprus flagged bulk carrier KONA TRADER (IMO #9374208) allided with Pier 12/13 in the Port of Stockton while mooring. Initially the damage was estimated at $50,000. Later, after consulting an engineer, the facility reported the damage in excess of $75,000. After additional repeated requests, the facility failed to provide a concrete damage estimate or list of repairs, therefore the damage was estimated at $75,000. No damage to the vessel was reported.

As a result of the investigation, the U.S. Coast Guard determined that the initiating event for this casualty was the allision itself. The causal factors leading to the initiating event were:

1. Failure to Recognize Time to Allision
2. Inadequate Ship Handling
3. Use of Multiple Languages on the Bridge

Personnel Casualty Summary

Total Missing = 0
Total Dead = 0
Total Injured = 0
Total At Risk, Not Injured = 0
Total People At Risk = 0

Vessel(s) Status Summary

Actual Total Loss = 0
Total Constructive Loss Salvaged = 0
Total Constructive Loss Unsalvaged = 0
Damaged = 0
Undamaged = 4

Property Damage Summary

Vessel(s) = $ 0
Cargo = $ 0
Facility(s) = $ 75000
Other = $ 0

* Includes estimates

II.I LOCATIONS

Description	Latitude	Longitude
Port of Stockton	37°57.1 N	121°19.0 W

JUMP TO AGENDA

II.II INVOLVED PERSONNEL

Name: (b) (6)

Team Lead: No
Point Of Contact: No
Role: Investigation Administration/Review
Status: Assigned
Department Id: 007574
Type/Rank: Officer - Military Officer (O4)
Agency Type/Agency: Federal - DHS/Federal - DHS
Source Id/Source: (b) (6) /Direct Access Personnel
Comments:

Name: (b) (6)

Team Lead: Yes
Point Of Contact: Yes
Role: Investigating Officer - Field Investigation
Status: Assigned
Department Id: 007574
Type/Rank: Officer - Military Officer (O3)
Agency Type/Agency: Federal - DHS/Federal - DHS
Source Id/Source: (b) (6) /Direct Access Personnel
Comments:

Name: (b) (6)

Team Lead: No
Point Of Contact: No
Role: Investigation Administration/Review
Status: Assigned
Department Id: 007574
Type/Rank: Civilian - GS-12
Agency Type/Agency: Federal - DHS/Federal - DHS
Source Id/Source: (b) (6) /Direct Access Personnel
Comments:

II.III INVOLVED TEAM

II.IV INVOLVED SUBJECTS

Involved Vessels

Name:	CLEO J BRUSCO
Flag:	UNITED STATES
Primary VIN:	537363
Call Sign:	WDC7480
Damage Status:	Undamaged
Role:	Involved in a Marine Casualty
Classification, Type, Subtype:	Towing Vessel, General, General
Gross Tonnage:	
Net Tonnage:	
Dead Wt. Tonnage:	
Length:	71.5
Home/Hailing Port:	LONGVIEW
Keel Laid Date:	

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Delivery Date:	31Dec1972
Place of Construction:	PORTLAND, Oregon, UNITED STATES
Builder Name:	
Propulsion Type:	Diesel
Ahead HP:	2400
Master:	
Classification Society:	
Owner:	
Operator:	
Inspection Subchapter:	M
Most Recent Vessel Inspection Activity:	7865222, 08Feb2024 22:42:07 Z
Current Certificate of Inspection:	Issued On: 27Aug2020 by Sector San Francisco
Name:	KONA TRADER
Flag:	MARSHALL ISLANDS
Primary VIN:	9374208
Call Sign:	V7YJ7
Damage Status:	Undamaged
Role:	Involved in a Marine Casualty
Classification, Type, Subtype:	Bulk Carrier, General, General
Gross Tonnage:	
Net Tonnage:	
Dead Wt. Tonnage:	76596
Length:	711.9
Home/Hailing Port:	Limassol
Keel Laid Date:	05Mar2004
Delivery Date:	14Mar2007
Place of Construction:	
Builder Name:	
Propulsion Type:	Diesel Direct
Ahead HP:	10320
Master:	(b) (6)
Classification Society:	BUREAU VERITAS
Owner:	
Operator:	
Inspection Subchapter:	
Most Recent Vessel Inspection Activity:	7973095, 13Aug2024 15:00:00 Z
Name:	PATRIOT
Flag:	UNITED STATES
Primary VIN:	634172
Call Sign:	WDN3299
Damage Status:	Undamaged
Role:	Involved in a Marine Casualty
Classification, Type, Subtype:	Towing Vessel, Ship/Harbor Assist, Oceans Service
Gross Tonnage:	
Net Tonnage:	
Dead Wt. Tonnage:	
Length:	87.9
Home/Hailing Port:	SEATTLE
Keel Laid Date:	
Delivery Date:	01Apr1981
Place of Construction:	ANACORTES, Washington, UNITED STATES
Builder Name:	DAKOTA CREEK INDUSTRIES INC
Propulsion Type:	Diesel Reduction
Ahead HP:	4250
Master:	
Classification Society:	
Owner:	
Operator:	
Inspection Subchapter:	M
Most Recent Vessel Inspection Activity:	7996285, 04Sep2024 18:06:35 Z

Current Certificate of Inspection:	Issued On: 01Jun2022 by Sector San Francisco
Name:	SHARON BRUSCO
Flag:	UNITED STATES
Primary VIN:	511361
Call Sign:	WDC3033
Damage Status:	Undamaged
Role:	Involved in a Marine Casualty
Classification, Type, Subtype:	Towing Vessel, Pushing Ahead (Towboat), General
Gross Tonnage:	
Net Tonnage:	
Dead Wt. Tonnage:	
Length:	66.0
Home/Hailing Port:	SEATTLE
Keel Laid Date:	01Jan1967
Delivery Date:	01Jan1967
Place of Construction:	PORTLAND, Oregon, UNITED STATES
Builder Name:	
Propulsion Type:	Diesel Reduction
Ahead HP:	2600
Master:	
Classification Society:	
Owner:	
Operator:	
Inspection Subchapter:	M
Most Recent Vessel Inspection Activity:	7438006, 25Apr2022 19:43:11 Z
Current Certificate of Inspection:	Issued On: 15Jul2021 by Sector Columbia River

Involved Persons

(b) (6)

Status:	Not at Risk
Role:	Subject of Investigation
Gender:	Male
Age:	[redacted]
SSN:	(b) (6)
Birth Date:	(b) (6)
Email Address:	
Phone Number (Mobile):	(b) (6)
Address (Home/Primary Residence):	(b) (6) (b) (6) (b) (6)

Comments:

(b) (6)

Status:	Not at Risk
Role:	Subject of Investigation
Gender:	Male
Age:	[redacted]
SSN:	
Birth Date:	(b) (6)
Email Address:	konatrader@gtmailplus.com
Phone Number (Primary):	(b) (6)
Address:	
Comments:	

STEVENS, MATTHEW

Status:	Not at Risk
Role:	Subject of Investigation
Gender:	Male
Age:	[redacted]
SSN:	(b) (6)
Birth Date:	(b) (6)
Email Address:	
Phone Number:	

Address (Home/Primary Residence): (b) (6) (b) (6) (b) (6)

Comments:
(b) (6)
Status: Not at Risk
Role: Witness
Gender:
Age:
SSN:
Birth Date:
Email Address: (b) (6)
Phone Number:
Address:

Comments:
Drug and Alcohol Testing. The following people have been determined by the Coast Guard, Law Enforcement Personnel, and/or the Marine Employer to have been directly involved in a Serious Marine Incident as defined in 46 CFR 4.03-2:

Involved Organizations: None

Involved Facilities

Facility Name: Port of Stockton
Type: Waterfront Facility
Status: Damaged and Not Repaired - Operational
Role: Site of Incident
Contact Phone:
Location: Latitude: 37°57.0 N
Longitude: 121°17.0 W

Involved Waterways

San Joaquin River
Role: Location
Description: Port of Stockton

Involved Other Subjects: None

II.V EVIDENCE

Control Number: 8012712 - (b) (6) - 001
Description: CG-2692
Evidence Type: Standard

Collection Information
Date/Time: 08Oct2024 18:32:08 Z
Location: Sector San Francisco
Collected By: (b) (6); U. S. Coast Guard

Attachments
8012712 - (b) (6) - 001 CG-2692; Documentary Evidence; 08Oct2024 18:44:16 Z; No

JUMP TO AGENDA

Control Number: 8012712 - [redacted] - 002
Description: Company Email Correspondence
Evidence Type: Standard

Collection Information
Date/Time: 08Oct2024 18:35:42 Z
Location: Sector San Francisco
Collected By: [redacted]; U. S. Coast Guard

Attachments
8012712 - [redacted] - 002 Company Emails 3; Documentary Evidence; 08Oct2024 18:44:53 Z; No

8012712 - [redacted] - 002 Company Emails 2; Documentary Evidence; 08Oct2024 18:44:44 Z; No

8012712 - [redacted] - 002 Company Emails 1; Documentary Evidence; 08Oct2024 18:44:30 Z; No

Control Number: 8012712 - [redacted] - 003
Description: KONA TRADER Master's Statement
Evidence Type: Standard

Collection Information
Date/Time: 08Oct2024 18:37:50 Z
Location: Sector San Francisco
Collected By: [redacted]; U. S. Coast Guard

Attachments
8012712 - [redacted] - 003 KONA TRADER Master's Statement; Documentary Evidence; 08Oct2024 18:45:10 Z; No

Control Number: 8012712 - [redacted] - 004
Description: CCTV Video
Evidence Type: Standard

Collection Information
Date/Time: 08Oct2024 18:40:17 Z
Location: Sector San Francisco
Collected By: [redacted]; U. S. Coast Guard

Attachments
8012712 - [redacted] - 004 Kona Trader Damage to Dock 12 East View; Video; A second view, "Dock 12 West View" is too large of a file to upload and is saved locally at Sector San Francisco.; 08Oct2024 18:45:25 Z; No

JUMP TO AGENDA

Control Number: 8012712 - (b) (6) - 005
Description: Radio Comms Playback
Evidence Type: Standard

Collection Information
Date/Time: 08Oct2024 18:41:37 Z
Location: Sector San Francisco
Collected By: (b) (6); U. S. Coast Guard

Attachments
8012712 - (b) (6) - 005 Radio Comms Playback; Documentary Evidence; 08Oct2024 21:11:24 Z; No

Control Number: 8012712 - (b) (6) - 006
Description: Marine Exhange AIS Track
Evidence Type: Standard

Collection Information
Date/Time: 08Oct2024 18:41:56 Z
Location: Sector San Francisco
Collected By: (b) (6); U. S. Coast Guard

Attachments
8012712 - (b) (6) - 006 Marine Exchange AIS Track; Documentary Evidence; 08Oct2024 21:21:22 Z; No

Control Number: 8012712 - (b) (6) - 007
Description: Photos Provided by Vessel Agent
Evidence Type: Standard

Collection Information
Date/Time: 18Oct2024 16:16:48 Z
Location: Sector San Francisco
Collected By: (b) (6); U. S. Coast Guard

Attachments
8012712 - (b) (6) - 007 - Photos Provided by Agent; Photograph; 18Oct2024 16:19:03 Z; No

Control Number: 8012712 - (b) (6) - 008
Description: BV Class Report
Evidence Type: Standard

Collection Information
Date/Time: 18Oct2024 16:17:11 Z
Location: Sector San Francisco
Collected By: (b) (6); U. S. Coast Guard

Attachments
8012712 - (b) (6) - 008 BV Class Report; Documentary Evidence; 18Oct2024 16:19:17 Z; No

Control Number: 8012712 - (b) (6) - 009
Description: Photos Provided by Port of Stockton
Evidence Type: Standard

Collection Information
Date/Time: 18Oct2024 16:17:31 Z
Location: Sector San Francisco
Collected By: (b) (6) ; U. S. Coast Guard

Attachments
8012712 - (b) (6) - 009 - Photos Provided by Port of Stockton; Documentary Evidence; 18Oct2024 16:19:31 Z; No

Control Number: 8012712 - (b) (6) - 010
Description: Police Report Documents
Evidence Type: Standard

Collection Information
Date/Time: 18Oct2024 16:17:50 Z
Location: Sector San Francisco
Collected By: (b) (6) ; U. S. Coast Guard

Attachments
8012712 - (b) (6) - 010 Case 24-0168 Supplement 1; Documentary Evidence; 18Oct2024 16:20:05 Z; No

8012712 - (b) (6) - 010 Case 24-0168 photos; Documentary Evidence; 18Oct2024 16:19:55 Z; No

8012712 - (b) (6) - 010 Attach Case 24-0168 entire case; Documentary Evidence; 18Oct2024 16:19:46 Z; No

Control Number: 8012712 - (b) (6) - 011
Description: Trainee Pilot Statement
Evidence Type: Standard

Collection Information
Date/Time: 18Oct2024 16:18:15 Z
Location: Sector San Francisco
Collected By: (b) (6) ; U. S. Coast Guard

Attachments
8012712 - (b) (6) - 011 Trainee Pilot Statement; Documentary Evidence; 18Oct2024 16:20:26 Z; No

Control Number: 8012712 - (b) (6) - 012
Description: VDR Timeline & Tug Diagram
Evidence Type: Standard

Collection Information
Date/Time: 21Oct2024 20:06:37 Z
Location: Sector San Francisco
Collected By: (b) (6) ; U. S. Coast Guard

Attachments
8012712 - (b) (6) - 012 VDR Timeline and Tug Diagram; Documentary Evidence; 21Oct2024 20:18:14 Z; No

Control Number: 8012712 - (b) (6) - 013
Description: VDR playback file and associated software is too large to upload. Evidence is stored locally at Sector San Francisco.
Evidence Type: Standard
Collection Information
Date/Time: 21Oct2024 20:10:24 Z
Location: Sector San Francisco
Collected By: (b) (6) ; U. S. Coast Guard

Attachments

Control Number: 8012712 - (b) (6) - 014
Description: Pilot's Statement
Evidence Type: Standard

Collection Information
Date/Time: 21Oct2024 20:18:34 Z
Location: Sector San Francisco
Collected By: (b) (6) ; U. S. Coast Guard

Attachments
8012712 - (b) (6) - 014 (b) (6) Pilot Statement; Documentary Evidence; 31Oct2024 18:39:14 Z; No

Control Number: 8012712 - MISLE - 0
Description: MISLE Notification #1198015 for a report of an incident received by Email
Evidence Type: Misle Notification

Collection Information
Date/Time: 01Oct2024 18:40:43 Z
Location: Sector San Francisco
Collected By: (b) (6) ; U. S. Coast Guard

Attachments

II.VI TIMELINE

25Sep2024 22:00:00 Z to 25Sep2024 22:00:00 Z (Estimated): The KONA TRADER (#9374208) was underway in view of the Port of Stockton.
Timeline Type: Condition
Timeline Subtype: Vessel - Material/Equipment Condition
Location: Known

Primary Location: Yes
Description: Port of Stockton

Latitude: 37°57.1 N Longitude: 121°19.0 W

Subject(s) and Details

Name	Type	Status	Role
KONA TRADER	Vessel	Undamaged	Involved in a Marine Casualty

System: Operations/Management
Subsystem: Vessel Activity
Component: Underway
Cite:
Involves CG Approved Equipment: No
Security Violation: No
Deficiency: No

25Sep2024 22:01:00 Z to 25Sep2024 22:01:00 Z (Estimated): The KONA TRADER had tugs positioned in the following locations: PATRIOT starboard bow, SHARON BRUSCO starboard stern, CLEO J BRUSCO "CLEO" port bow.
Timeline Type: Condition
Timeline Subtype: Vessel - Mooring Arrangement
Location: Known

Primary Location: Yes
Description: Port of Stockton

Latitude: 37°57.1 N Longitude: 121°19.0 W

Subject(s) and Details

Name	Type	Status	Role
KONA TRADER	Vessel	Undamaged	Involved in a Marine Casualty

25Sep2024 22:15:00 Z to 25Sep2024 22:15:00 Z (Estimated): The KONA TRADER had a crewmember placed on the bow to communicate distances to the captain on the bridge. These distances were communicated in the native language of the captain and crewmember then translated to English for the pilots. All distances provided by the KONA TRADER's crew were in meters.
Timeline Type: Condition
Timeline Subtype: Person - Communications Condition
Location: Known

Primary Location: Yes
Description: Port of Stockton

Latitude: 37°57.1 N Longitude: 121°19.0 W

Subject(s) and Details

Name	Type	Status	Role
(b) (6) [redacted]	Person	Not at Risk	Subject of Investigation

Communications Type: Internal

Communication Direction: Received

Means Of Communication: Verbal

Frequency/Channel:

Frequency Or Channel Used:

Power Setting:

Communications Acknowledged: Yes

Communication Effectiveness: Problems Interpreting Communication

Effectiveness Description: Need for translation from native language to English caused slower transmission.

Interference Encountered: Management Factors

Interference Description: Communication in native language.

25Sep2024 22:18:56 Z to 25Sep2024 22:18:56 Z (Estimated): The KONA TRADER was 300 feet from the pier with a speed over ground of 1.4 kts. The distance of 300 feet was provided by the CLEO.

Timeline Type: Condition
Timeline Subtype: Vessel - Material/Equipment Condition
Location: Known

Primary Location: Yes
Description: Port of Stockton

Latitude: 37°57.1 N Longitude: 121°19.0 W

Subject(s) and Details

Name	Type	Status	Role
KONA TRADER	Vessel	Undamaged	Involved in a Marine Casualty

System: Operations/Management

Subsystem: Vessel Activity

Component: Underway

Cite:

Involves CG Approved Equipment: No

Security Violation: No

Deficiency: No

25Sep2024 22:19:12 Z to 25Sep2024 22:20:00 Z (Estimated): The pilots ordered "engine stop" but noted they required headway to keep the vessel's stern clear.

Timeline Type: Action
Timeline Subtype: Bridge Operations - Shiphandling
Location: Known

Primary Location: Yes
Description: Port of Stockton

Latitude: 37°57.1 N Longitude: 121°19.0 W

Subject(s) and Details

Name	Type	Status	Role
MATTHEW STEVENS	Person	Not at Risk	Subject of Investigation

Name	Type	Status	Role
(b) (6)	Person	Not at Risk	Subject of Investigation

25Sep2024 22:19:27 Z to 25Sep2024 22:20:44 Z (Estimated): The CLEO was pinched between the KONA TRADER's bow and the pier. The CLEO took their line back and repositioned to the KONA TRADER's port stern.
Timeline Type: Condition
Timeline Subtype: Vessel - Material/Equipment Condition
Location: Known

Primary Location: Yes
Description: Port of Stockton

Latitude: 37°57.1 N Longitude: 121°19.0 W

Subject(s) and Details

Name	Type	Status	Role
CLEO J BRUSCO	Vessel	Undamaged	Involved in a Marine Casualty

System: Operations/Management
Subsystem: Vessel Activity
Component: Underway
Cite:
Involves CG Approved Equipment: No
Security Violation: No
Deficiency: No

25Sep2024 22:20:50 Z to 25Sep2024 22:20:50 Z (Estimated): The KONA TRADER crewmember reported the distance from the vessel's bow to the pier as 40 meters, understood by the pilot to be approximately 120 feet. The KONA TRADER's speed was 1.3 kts.
Timeline Type: Condition
Timeline Subtype: Vessel - Material/Equipment Condition
Location: Known

Primary Location: Yes
Description: Port of Stockton

Latitude: 37°57.1 N Longitude: 121°19.0 W

Subject(s) and Details

Name	Type	Status	Role
KONA TRADER	Vessel	Undamaged	Involved in a Marine Casualty

System: Operations/Management
Subsystem: Vessel Activity
Component: Underway
Cite:
Involves CG Approved Equipment: No
Security Violation: No
Deficiency: No

25Sep2024 22:21:07 Z to 25Sep2024 22:21:07 Z (Estimated): The pilots ordered dead slow astern, PATRIOT back half.
Timeline Type: Action
Timeline Subtype: Bridge Operations - Shiphandling
Location: Known

Primary Location: Yes
Description: Port of Stockton

Latitude: 37°57.1 N Longitude: 121°19.0 W

Subject(s) and Details

Name	Type	Status	Role
MATTHEW STEVENS	Person	Not at Risk	Subject of Investigation

Name	Type	Status	Role
(b) (6)	Person	Not at Risk	Subject of Investigation

25Sep2024 22:21:27 Z to 25Sep2024 22:21:27 Z (Estimated): The KONA TRADER crewmember reported the distance from the vessel's bow to the pier as 20 meters.
Timeline Type: Condition
Timeline Subtype: Vessel - Material/Equipment Condition
Location: Known

Primary Location: Yes
Description: Port of Stockton

Latitude: 37°57.1 N Longitude: 121°19.0 W

Subject(s) and Details

Name	Type	Status	Role
KONA TRADER	Vessel	Undamaged	Involved in a Marine Casualty

System: Operations/Management
Subsystem: Vessel Activity
Component: Underway
Cite:
Involves CG Approved Equipment: No
Security Violation: No
Deficiency: No

JUMP TO AGENDA

25Sep2024 22:21:28 Z to 25Sep2024 22:21:32 Z (Estimated): The pilots ordered PATRIOT back full and slow astern.
Timeline Type: Action
Timeline Subtype: Bridge Operations - Shiphandling
Location: Known

Primary Location: Yes
Description: Port of Stockton

Latitude: 37°57.1 N Longitude: 121°19.0 W

Subject(s) and Details

Name	Type	Status	Role
MATTHEW STEVENS	Person	Not at Risk	Subject of Investigation
(b) (6)	Person	Not at Risk	Subject of Investigation

25Sep2024 22:21:50 Z to 25Sep2024 22:21:50 Z (Estimated): The pilots did not take sufficient action to avoid allision.
Timeline Type: Action
Timeline Subtype: Bridge Operations - Collision/Allision Avoidance
Location: Known

Primary Location: Yes
Description: Port of Stockton

Latitude: 37°57.1 N Longitude: 121°19.0 W

Subject(s) and Details

Name	Type	Status	Role
MATTHEW STEVENS	Person	Not at Risk	Subject of Investigation
(b) (6)	Person	Not at Risk	Subject of Investigation

25Sep2024 22:21:52 Z to 25Sep2024 22:21:52 Z (Estimated): The KONA TRADE's bulbous bow allided with the Port of Stockton Pier 12/13.
Timeline Type: Event
Timeline Subtype: Allision
Location: Known

Primary Location: Yes
Description: Port of Stockton

Latitude: 37°57.1 N Longitude: 121°19.0 W

Subject(s) and Details

Name	Type	Status	Role
KONA TRADER	Vessel	Undamaged	Involved in a Marine Casualty

Location of Impact: Centerline Bow

Above/Below the Waterline: Above

Vessel Course: 93 Bearing: True

Vessel Speed: 1.3 Units: Knots

Name	Type	Status	Role
Port of Stockton	Facility	Damaged and Not Repaired - Operational	Site of Incident

Location of Impact:

Above/Below the Waterline: Below

Vessel Course: Bearing:

Vessel Speed: Units:

25Sep2024 22:22:00 Z to 25Sep2024 22:22:00 Z (Estimated): Port of Stockton Pier 12/13 experienced damage to metal beams and support structures between bollards four and five, and concrete cracking along the walkway's surface.
Timeline Type: Condition
Timeline Subtype: Facility - Material/Equipment Condition
Location: Known

Primary Location: Yes
Description: Port of Stockton

Latitude: 37°57.1 N Longitude: 121°19.0 W

Subject(s) and Details

Name	Type	Status	Role
Port of Stockton	Facility	Damaged and Not Repaired - Operational	Site of Incident

System: Construction/Loadline

Subsystem: Structures

Component: Superstructure

Cite:

Involves CG Approved Equipment: No

Security Violation: No

Deficiency: No

26Sep2024 14:50:00 Z to 26Sep2024 14:50:00 Z (Estimated): The allision and subsequent facility damage was reported to Coast Guard Sector San Francisco.
Timeline Type: Action
Timeline Subtype: Incident/Casualty Reporting/Notification - MISLE
Location: Known

Primary Location: Yes
Description: Port of Stockton

Latitude: 37°57.1 N Longitude: 121°19.0 W

Subject(s) and Details

Name	Type	Status	Role
(b) (6)	Person	Not at Risk	Witness

04Oct2024 15:20:00 Z to 04Oct2024 15:20:00 Z (Estimated): The KONA TRADER submitted a CG-2692 for the incident.
Timeline Type: Action
Timeline Subtype: Incident/Casualty Reporting/Notification - CG-2692
Location: Known

Primary Location: Yes
Description: Port of Stockton

Latitude: 37°57.1 N Longitude: 121°19.0 W

Subject(s) and Details

Name	Type	Status	Role
(b) (6)	Person	Not at Risk	Subject of Investigation

II.VII CORRESPONDENCE

OCMI Endorsement Memo
Source: USCG
Date: 10/1/2024 7:00:41 PM
Attachments:

KONA TRADER OCMI MISLE Endorsement; Other; (b) (6); 13Nov2024 21:41:32 Z; No

II.VIII CONCLUSIONS – PART 1. CAUSE

Initiating Event:
Allision (25Sep2024 22:21:52 Z)

Precondition

Mismatch - Between Person and Environment - Failure to Recognize Time to Allision
Approximately 2 minutes and 56 seconds before allision, the pilots were given an approximate distance of 300 feet by the tug CLEO. At that time, the pilots should have recognized that given the environment and vessel's headway (speed over ground of approximately 1.3 knots), allision would occur in approximately 2.5 minutes if nothing changed. Later, the pilots were given a distance of 40 meters by crewmembers on the KONA TRADER's bow. At that time, the vessel's headway was still around 1.3 knots and allision would occur in approximately 1 minute. Throughout the evolution, the vessel's speed remained at 1.3 kts. Had the pilots adequately recognized the time to allision after receiving the distance estimations, they may have appropriately slowed the vessel's speed and taken appropriate action to avoid allision.

Condition/Vessel - Material/Equipment Condition (25Sep2024 22:18:56 Z); Port of Stockton; The KONA TRADER was 300 feet from the pier with a speed over ground of 1.4 kts. The distance of 300 feet was provided by the CLEO.; KONA TRADER

Condition/Vessel - Material/Equipment Condition (25Sep2024 22:20:50 Z); Port of Stockton; The KONA TRADER crewmember reported the distance from the vessel's bow to the pier as 40 meters, understood by the pilot to be approximately 120 feet. The KONA TRADER's speed was 1.3 kts.; KONA TRADER

JUMP TO AGENDA

Mismatch - Between Person and Other Person(s) - Use of Multiple Languages on the Bridge
The master and crewmembers on the bow of the KONA TRADER communicated distances in their native language which the master then translated to English for the pilots. This translation caused a small delay in communications between the pilots, captain, and crew. Had the captain and crew communicated in English, the pilots would have immediately understood the information passed and may have taken swifter action to avoid allision.

Condition/Person - Communications Condition (25Sep2024 22:15:00 Z); Port of Stockton; The KONA TRADER had a crewmember placed on the bow to communicate distances to the captain on the bridge. These distances were communicated in the native language of the captain and crewmember then translated to English for the pilots. All distances provided by the KONA TRADER's crew were in meters.; (b) (6)

Production

Execution Error – Attention Failure - Inadequate Ship Handling
Despite receiving estimates of the KONA TRADER's distance to the pier, the pilots failed to adequately slow the vessels speed and forward momentum. Approximately 3 minutes before allision the pilots understood the distance to be approximately 300 feet to the pier and the vessel was moving at 1.3 knots. For approximately 2 minutes between receiving the 300 feet and 40 meter distances the KONA TRADER's engine remained at the "engine stop" command and forward momentum remained at 1.3 kts. The pilots did not order main engine commands or tug commands after receiving the 40 meter distance when collision was imminent. The pilots only ordered "back full" for the port bow tug approximately 20 seconds before allision. Had the pilots executed better ship handling and ordered main engine and tug commands earlier in the mooring evolution, the vessel's speed may have slowed and been significant enough to avoid allision.

Action/Bridge Operations - Shiphandling (25Sep2024 22:19:12 Z); Port of Stockton; The pilots ordered "engine stop" but noted they required headway to keep the vessel's stern clear.; MATTHEW STEVENS, (b) (6)

Action/Bridge Operations - Shiphandling (25Sep2024 22:21:07 Z); Port of Stockton; The pilots ordered dead slow astern, PATRIOT back half.; MATTHEW STEVENS, (b) (6)

Action/Bridge Operations - Shiphandling (25Sep2024 22:21:28 Z); Port of Stockton; The pilots ordered PATRIOT back full and slow astern.; MATTHEW STEVENS, (b) (6)

Action/Bridge Operations - Collision/Allision Avoidance (25Sep2024 22:21:50 Z); Port of Stockton; The pilots did not take sufficient action to avoid allision.; MATTHEW STEVENS, (b) (6)

Failures of Defense Against Subsequent Events in the Incident

II.IX CONCLUSIONS – PART 2. ENFORCEMENT REFERRALS

None

II.X SAFETY RECOMMENDATIONS

Safety Alerts:

Case History Report

15NOV2024 17:42Z

---Administrative Data---

MISLE Case Id: 1411561 Open Date: 26SEP2024 22:44Z

Case Number: 1411561

JUMP TO AGENDA

Status: Open - In Progress
Title: KONA TRADER Allision
Owning Unit: Sector San Francisco
Originating Unit: Sector San Francisco

Other Activities (Non IMA or Non Sortie) in Case:
MISLE Activity Id: 8010091 Enf Activity Id: Type: Preliminary Investigation
MISLE Activity Id: 8012712 Enf Activity Id: Type: Incident Investigation

---Incident Data---

---Involved Subjects---

Vessel Name: CLEO J BRUSCO
Primary VIN: 537363
Role: Involved in a Marine Casualty
Flag: UNITED STATES
Service: Towing Vessel
Damage Status: Undamaged
Call Sign: WDC7480
Gross Tonnage:
Approx. Length: 71.5 Feet
Year Completed: 1972
Propulsion Type: Diesel

Vessel Name: KONA TRADER
Primary VIN: 9374208
Role: Involved in a Marine Casualty
Flag: MARSHALL ISLANDS
Service: Freight Ship
Damage Status: Undamaged
Call Sign: V7YJ7
Gross Tonnage:
Approx. Length: 711.9 Feet
Year Completed: 2007
Propulsion Type: Diesel Direct

Vessel Name: PATRIOT
Primary VIN: 634172
Role: Involved in a Marine Casualty
Flag: UNITED STATES
Service: Towing Vessel
Damage Status: Undamaged
Call Sign: WDN3299
Gross Tonnage:
Approx. Length: 87.9 Feet
Year Completed: 1981
Propulsion Type: Diesel Reduction

Vessel Name: SHARON BRUSCO
Primary VIN: 511361
Role: Involved in a Marine Casualty
Flag: UNITED STATES
Service: Towing Vessel
Damage Status: Undamaged
Call Sign: WDC3033
Gross Tonnage:
Approx. Length: 66.0 Feet
Year Completed: 1967
Propulsion Type: Diesel Reduction

Person Name: STEVENS, MATTHEW
Role: Subject of Investigation
Status: Not at Risk
Birth Date: (b) (6)
Identification(s)
SSN: (b) (6)

Case Number: 1411561

JUMP TO AGENDA

Person Name: STEVENS, MATTHEW
Role: Subject of Investigation
Identification(s)
SSN: (b) (6)
Status: Not at Risk
Birth Date: (b) (6)

Person Name: (b) (6)
Role: Subject of Investigation
Identification(s)
SSN: (b) (6)
Status: Not at Risk
Birth Date: (b) (6)

Person Name: (b) (6)
Role: Subject of Investigation
Identification(s)
Passport Number: (b) (6)
Status: Not at Risk
Birth Date: (b) (6)

Person Name: (b) (6)
Role: Witness
Identification(s)
Status: Not at Risk
Birth Date:

Person Name: (b) (6)
Role: Witness
Identification(s)
Status: Not at Risk
Birth Date:

Facility Name: Port of Stockton
Type: Waterfront Facility
Role: Site of Incident
Primary Identifier: SFDWF004

Facility Name: Port of Stockton
Type: Waterfront Facility
Role: Site of Incident
Primary Identifier: SFDWF004

Waterway: Port of Stockton
Role: Location

JUMP TO AGENDA

Attachment 15: Master-Pilot Information Exchange Card

ATTACHMENT 15

RECOMMENDATIONS FOR VESSELS AT ANCHOR:

Maintain a proper anchor watch at all times, standing by on VHF channels 14 and 13.

Monitor your vessel's position as well as other vessels, both underway and anchored in the immediate area.

Be prepared to use your engines to maintain a safe anchor position, particularly when your vessel swings with the tide or during windy conditions.

THE SAN FRANCISCO BAR PILOTS AND THE MARINE EXCHANGE CAN BE REACHED ON **VHF CH. 10**.

DISTANCES (IN MILES) FROM THE SEA BUOY (SF) TO:

GOLDEN GATE BRIDGE	11
BAY BRIDGE	16
OAKLAND OUTER HARBOR	17
OAKLAND INNER HARBOR	22
REDWOOD CITY	38
RICHMOND LONG WHARF	22
UPRR BRIDGE	42
PORT CHICAGO	47
PITTSBURG / NEW YORK POINT	53
ANTIOCH	61
STOCKTON	91
SACRAMENTO	96

VESSEL SAFETY IS PARAMOUNT

WELCOME
TO
SAN FRANCISCO BAY
AND TRIBUTARIES

MASTER-PILOT INFORMATION EXCHANGE CARD

WE BELIEVE THAT THE MASTER-PILOT INFORMATION EXCHANGE PLAYS AN IMPORTANT ROLE IN LINKING YOUR VESSEL'S NAVIGATIONAL RESOURCES TO THOSE OF THE PILOT. THE EXCHANGE ENHANCES THE LEVEL OF TRUST, SETS TRANSIT EXPECTATIONS, AND ELIMINATES "ASSUMPTIONS" THAT EITHER THE MASTER OR THE PILOT IS AWARE OF A CERTAIN FACT OR SITUATION. BY TAKING THE TIME TO GIVE EACH OTHER THE NECESSARY INFORMATION, THE SAFETY OF OUR TRANSIT WILL BE ENHANCED.

C:\Documents and Settings\!gjzmill\Downloads\Pilot-MPX.doc 12/18/12 09:03Preferred Customer

JUMP TO AGENDA

WELCOME TO SAN FRANCISCO BAY

I AM THE SAN FRANCISCO BAR PILOT ASSIGNED TO YOUR VESSEL UNTIL WE ARE MADE FAST TO A DOCK, SECURED AT ANCHOR, OR I AM RELIEVED OR DISEMBARK AT THE OFFSHORE PILOT STATION.

Please provide me with the following:

1. Vessel deficiencies. Advise me of any systems not working properly.
2. Pilot Information Card.
3. Drafts fore and aft, measured in **feet.** Freshwater drafts, if applicable.
4. Air draft measured in **feet**, corrected for trim.
5. Location of navigation equipment.
6. Type of propulsion. Restricted number of air starts on diesels. Propeller type and rotation.
7. Engine notice requirements.
8. Thruster status/horsepower, if equipped.
9. Maneuvering speeds of vessel.
10. Known errors in the gyrocompass.
11. Any deficiencies or unusual characteristics of the navigation or ship control systems.
12. Necessary notice for crew call-out.

Please set up the ship's equipment in the following manner:

VHF Radios: **Ch. 13, 14** and working channels.

RADAR: The ship's best radar set in the NORTH UP mode, range scale 3 miles.

Pilot Ladder: Check current requirements with me or the Pilot Station Boat **(Ch. 10 or 13)**. Prior to Pilot transfer, please ensure that the ladder is properly rigged, manned, and well lit at night.

SAFETY FIRST

"The schedule is flexible, the ship is not."

Information for the Captain and Bridge Officers:

Ensure that your AIS destination is set to _____.

The Captain must be immediately available at all times.

An officer fluent in English must be on the bridge at all times.

All orders will be given and acknowledged in English.

The helm must be manned with qualified quartermasters.

At all times, in shore of the demarcation line, you are required to have a proper lookout posted and both anchors sufficiently manned, ready for immediate and controlled release. Please have direct communication with the foredeck.

Inform me before: any changes are made to the **draft/ trim** or **operating cranes**.

For all transits, we may, as applicable, discuss/review the following:

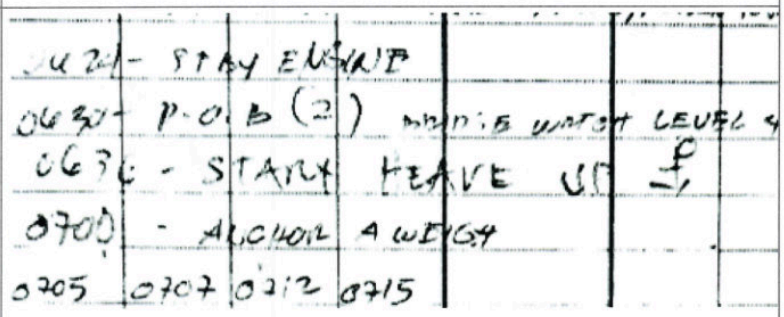
Intended Route Plan
Anticipated Traffic
Tides, Currents and Weather
Regulated Navigation Areas (RNA)
Speed Limits
Minimum Underkeel/Airdraft Clearances
Tank Vessel Escort Regulations
Berthing/Unberthing Plan

If at anytime, you or a member of your crew has a question about the navigation or safety of the vessel, please communicate your concerns or questions to me immediately. If there are any requirements that you do not understand, please ask so that I may explain further to ensure that they are all complied with.

JUMP TO AGENDA

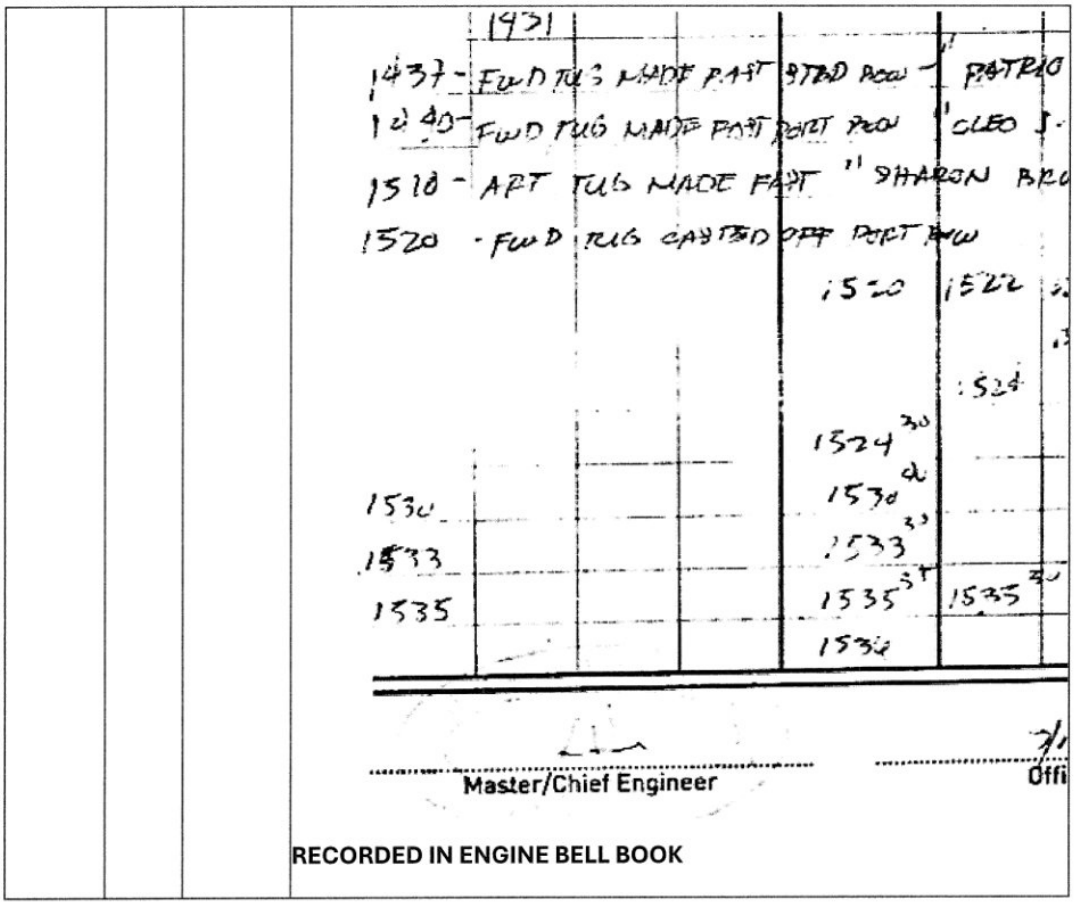
Attachment 16: VDR Transcript

ATTACHMENT 16

DATE	UTC	PDT(LT)	COMMENTS
25SEP2024	12:20	05:20	DATA START
	13:24	06:24	SBE, GG CALLS, ETA 2 MINUTES ADJUST LADDER TO 2M ABOVE WATER
			
	13:30	06:30	PILOT(S) ONBOARD
	13:32	06:32	PILOTS ON BRIDGE; APPRENTICE PILOT. "IS ENGINE TESTED? HOW MANY SHACKLES OUT? WHEN READY, START HEAVING ANCHOR" REVIEWS PILOT CARD
	13:34	06:34	PILOT ASKS: "HAVE YOU BEEN UP TO STOCKTON? YOU ARE FAMILIAR WITH RIVER? OK... MIN UKC IS 1.5 METERS. CLEARANCE ON RR BRIDGE IS ABOUT 2 METERS"
	13:36	06:36	"HE'S BEEN UP THERE BEFORE, GOOD TO GO.." ONCE UNDERWAY, KEEP CREWMEMBER FORWARD ANCHOR READY FOR EMERGENCY WE WILL BE UP THERE IN HARBOR ABOUT 14:45 NO MPX / NO SFBP CHECKLIST / NO DISCUSSION OF BERTHING/TUGS/CURRENT/ROUTE
	13:47	06:47	TANGO BRAVO CHECKS IN WITH VTS> ANC 9 C1 BOUND FOR STOCKTON 12 DRAFT 29-06. D/E- WEST SPAN
	13:50	06:50	Gossip/etc. small talk throughout. No NAV conversations with Master until next entry below.

JUMP TO AGENDA

	21:15	14:15	Pilot discusses tug arrangement with Master: "We will make fast starboard bow and port bow. Third tug will be made fast on Starboard quarter when the speed comes down" "When we approach the berth, we will let go of port tug and she'll slide out of the way."
	21:16	14:16	Pilot asks:" You've been to Stockton 12?" (no voiced reply from Master) Pilot: "As we approach the berth, if you can have the mate on the bow give distances, opening and closing"
	21:28	14:28	T-B contacts tugs: Patriot Starboard Bow / Clio Port Bow / Sharon Stbd Quarter when slowed down.
	21:35	14:35	T-B asks Captain to make fast tug Stbd Bow first (Patriot)
	21:38	14:38	T-B asks Captain to make fast tug Port bow
	21:41	14:41	Clio fast
	22:09	15:09	Master asks to make fast tug aft? "Not yet Captain". T-B asks: What kind of speed are you looking for to make fast? (tug Sharon) speed 3.0k
	22:11	15:11	Sharon fast Stbd Qtr
	22:12	15:12	STOP ENGINE (NOT RECORDED IN BRIDGE BELL BOOK)


1931
1437 - FWD TUG MADE FAST STBD BOW
1440 - FWD TUG MADE FAST PORT BOW
1510 - AFT TUG MADE FAST
1520 - FWD TUG CASTED OFF PORT BOW
1520
1522
1524
1530
1533
1535
Master/Chief Engineer
RECORDED IN ENGINE BELL BOOK

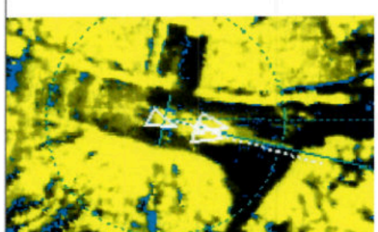
JUMP TO AGENDA

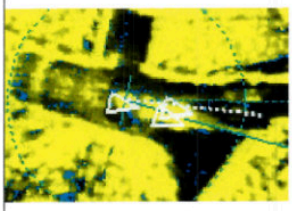
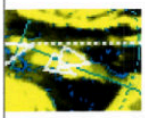
ARRIVAL/DEPARTURE/SHIFTING

Voy. No.	Draft FWD	Name of Pilot
Date 25 SEPT. 2024	Draft AFT	Time Pilot Onboard
Port STOCKTON	Draft MID	Time Pilot Away
Berth BERTHING		

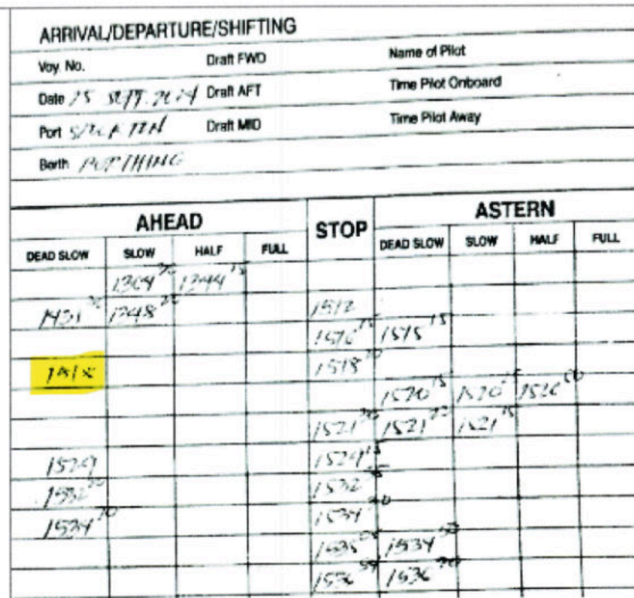
AHEAD				STOP	ASTERN			
DEAD SLOW	SLOW	HALF	FULL		DEAD SLOW	SLOW	HALF	FULL
	1309 [70]	1344 [15]						
1431 [35]	1348 [25]			1512				
				1516 [35]	1515 [15]			
1518				1518 [20]				
					1520 [15]	1520	1520 [60]	
				1521 [30]	1521 [22]	1521 [15]		
1529				1529 [15]				
1532 [30]				1532				
1534 [70]				1534 [40]				
				1535 [20]	1534 [30]			
				1536 [34]	1536 [70]			
					1654-FWE			

[illegible] [illegible]

	22:15	15:15	**HARD STARBOARD**
	22:16	15:16	**DEAD SLOW ASTERN 1.7K SOG GPS** 

	22:17	15:17	STOP ENGINE 1.6K SOG GPS
	22:17	15:17	ASKS TUG SHARON ON STBD QTR TO COME TO 90 FOR A PUSH SPEED 1.5 KNOTS (THIS WILL TAKE BOW TO STARBOARD AND INCREASE/MAINTAIN SHIP SPEED)
	22:17	15:17	PILOT TO TRAINEE: "SO FAR LOOKING GOOD, DOING ALL THE RIGHT STUFF" "ROTATION IS GOOD/SPEED GOOD" 1.4 KNOTS GPS SOG
	22:18	15:18	TRAINEE: "YEAH, I DIDN'T WANT TO HOLD THAT STERN BELL TOO LONG" [SHOWS THEIR PLAN TO "SLIDE" INTO BERTH TURNING AND SLOWING SIMULTANEOUSLY]
	22:18:04	15:18:04	MASTER RADIO'S OFFICER ON BOW FOR DISTANCE REPORT (TAGALOG) 1.4 KNOTS GPS SOG 
	22:18:11	15:18:11	TRAINEE: ORDERS TUG ON STBD QUARTER TO STOP 1.4 KNOTS GPS SOG
	22:18:28	15:18:28	PILOT TO TRAINEE: "ALLOT OF THIS JOB IS JUST TO...???" CALM AND APPROVING TONE 1.4 KNOTS GPS SOG
	22:18:34	15:18:34	STARBOARD 201.4 KNOTS GPS SOG
	22:18:49	15:18:49	DEAD SLOW AHEAD 1.4 KNOTS GPS SOG 

[JUMP TO AGENDA]

ARRIVAL/DEPARTURE/SHIFTING

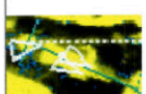
Voy. No. Draft FWD Name of Pilot

Date 25 SEPT. 2024 Draft AFT Time Pilot Onboard

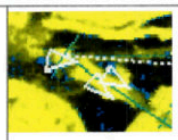
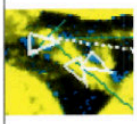
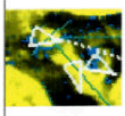
Port S/ECK TTN Draft MID Time Pilot Away

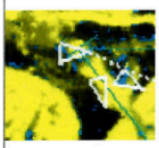
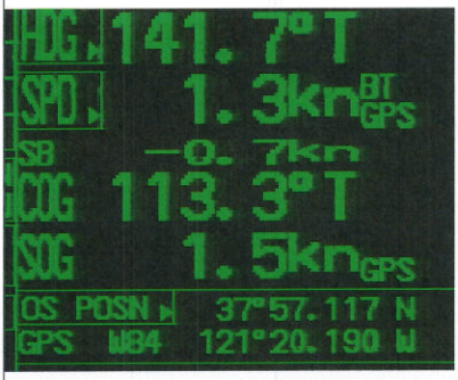
Berth POT?THING

AHEAD DEAD SLOW	AHEAD SLOW	AHEAD HALF	AHEAD FULL	STOP	ASTERN DEAD SLOW	ASTERN SLOW	ASTERN HALF	ASTERN FULL
	1304	1344						
1431	1348			1512				
				1516	1515			
1518				1518				
					1520	1520	1520	
				1521	1521	1521		
1529				1529				
1532				1532				
1534				1534				
				1535	1534			
				1536	1536			

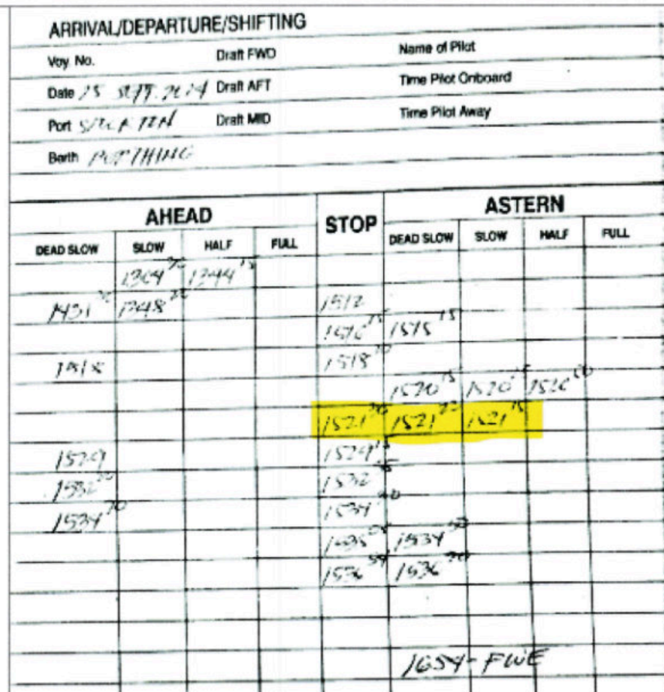
	22:18: 53	15:18:53	TUGBOAT REPORTS "ABOUT 300 TO THE (LOADER?)" TRAINEE REPEATS REPORT BACK TO TUG  1.4 KNOTS GPS SOG
	22:19: 12	15:19:12	STOP ENGINE 1.4 KNOTS GPS SOG
	22:19: 20	15:19:20	TRAINEE ORDERS TUG ON PORT BOW TO PUSH FULL 1.4 KNOTS GPS SOG PORT TUG LINE ORDERED RELEASED *THIS WILL REQUIRE OFFICER ON BOW TO WALK TO PORT SIDE, RELEASE LINE AND LOWER DOWN TO TUGBOAT. THIS WILL ALSO REQUIRE TUG CAPTAIN TO CONCENTRATE ON CREW AND SAFELY TAKING IN TUG LINE
	22:19: 48	15:19:48	TRAINEE ORDERS PATRIOT TO "STANDBY FOR BRAKES" 1.6 KNOTS GPS SOG

6

			
	22:19:56	15:19:56	PILOT TO TRAINEE: "HERE WE WANT HEADWAY TO TAKE THE STERN OFF AND IF WE [GO TOO FAST] WE WILL BACK THAT GUY (PATRIOT)AND PULLS US TO STARBOARD" TRAINEE: AGREEING/OK. PILOT: SO WE CAN ALSO SLOW THE ROTATION IF WE STOP (PORT BOW TUG) 1.6 KNOTS GPS SOG
	22:20:11	15:20:11	TRAINEE ORDERS CLIO (ON PORT BOW) DOWN TO HALF POWER (PUSHING) 1.5 KNOTS GPS SOG  
	22:20:28	15:20:28	TRAINEE ORDERS TUG CLIO TO "STOP AND HOLD" 1.5 KNOTS GPS SOG
	22:20:41	15:20:41	OFFICER ON BOW REPORTS TUG CAST OFF ON PORT SIDE 1.5 KNOTS GPS SOG 

	22:20:55	15:20:55	BOW REPORTS IN TAGALOG DISTANCE, MASTER RELAYS TO TRAINEE "DISTANCE FORWARD ABOUT FOUR-ZERO" 1.5 KNOTS GPS SOG 
	22:21:05	15:21:05	TRAINEE OR PILOT REPEAT MASTER'S REPORT OF "FOUR ZERO"
	22:21:07	15:21:07	DEAD SLOW ASTERN 

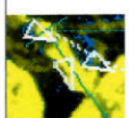
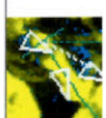
JUMP TO AGENDA



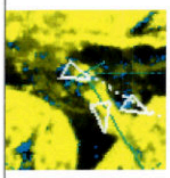
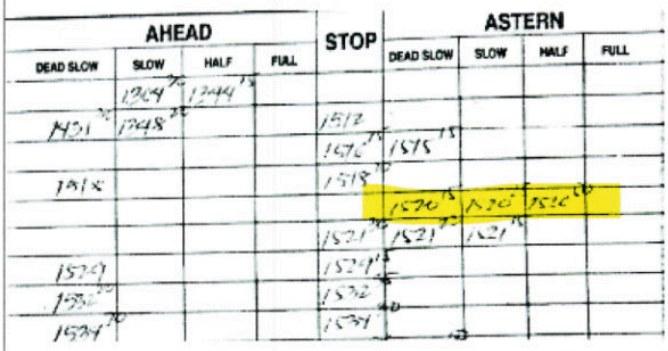
ARRIVAL/DEPARTURE/SHIFTING

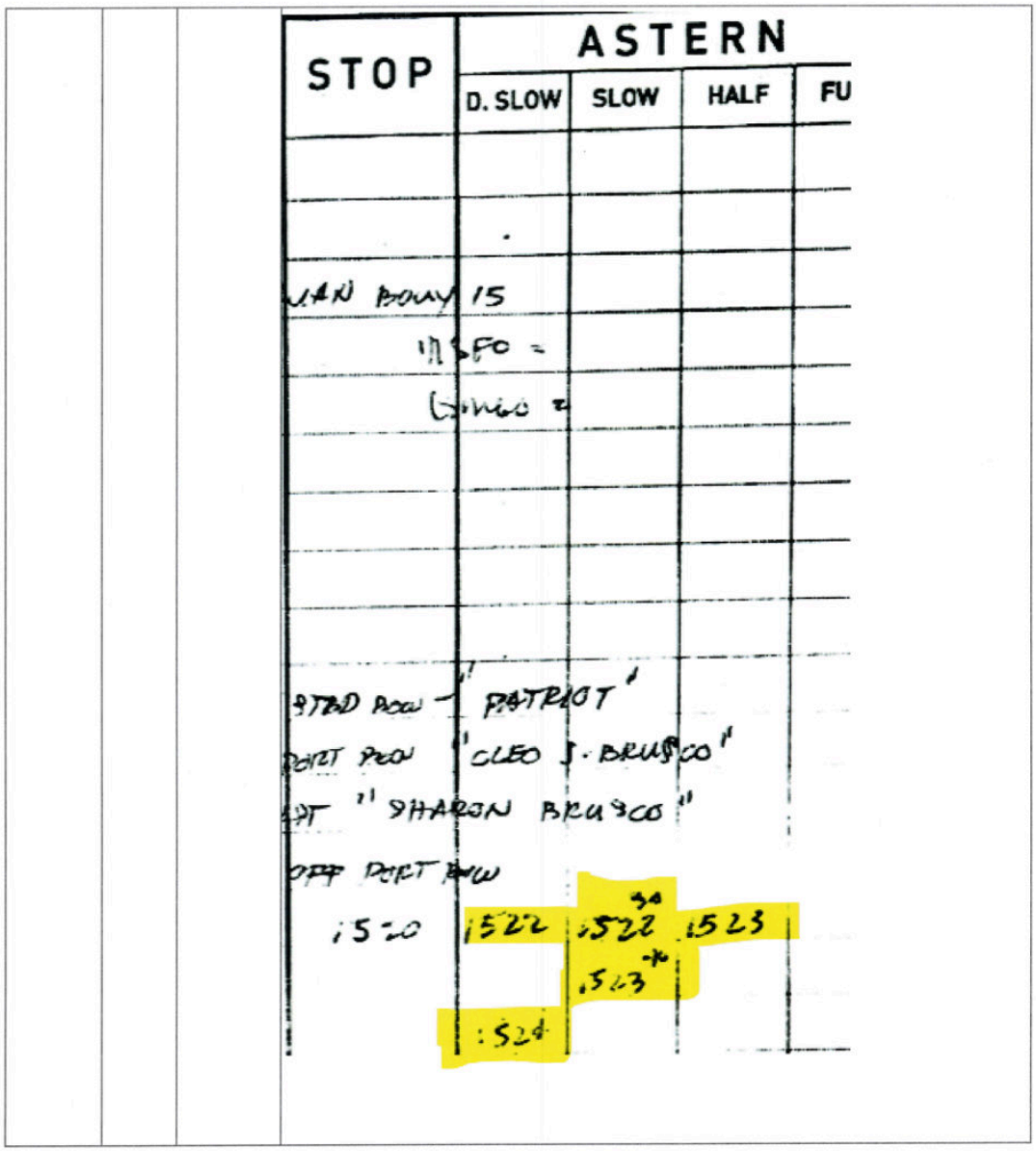
Voy No.	Draft FWD	Name of Pilot
Date 25 SEPT. 2024	Draft AFT	Time Pilot Onboard
Port STOCKTON	Draft MID	Time Pilot Away
Berth [illegible]		

AHEAD				STOP	ASTERN			
DEAD SLOW	SLOW	HALF	FULL		DEAD SLOW	SLOW	HALF	FULL
	1304	1344						
1431	1348			1512				
				1516	1515			
1518				1518				
					1520	1520	1520	
				1521	1521	1521		
1529				1529				
1532				1532				
1534				1534				
				1535	1534			
				1536	1536			
					1654 - FWE			

	22:21: 10	15:21:10	TRAINEE ORDERS PATRIOT TO BACK HALF ALONGSIDE (STBD BOW TUG) SPEED 1.4K SOG GPS 
	22:21: 18	15:21:18	TRAINEE ORDERS SLOW ASTERN. SPEED 1.4K SOG GPS BOW REPORTS "DISTANCE ABOUT 20 METERS" 
	22:21: 24	15:21:24	MASTER REPORTS TO TRAINEE/PILOT "DISTANCE ABOUT TWO ZERO" SPEED 1.4K SOG GPS

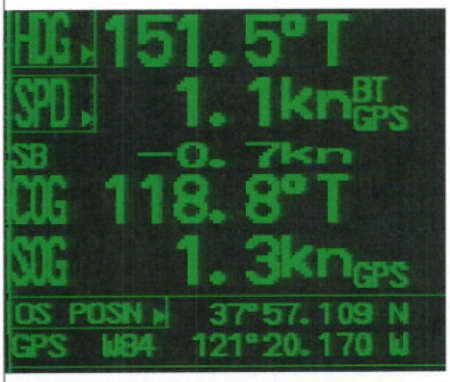
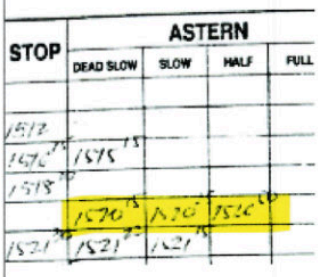
JUMP TO AGENDA

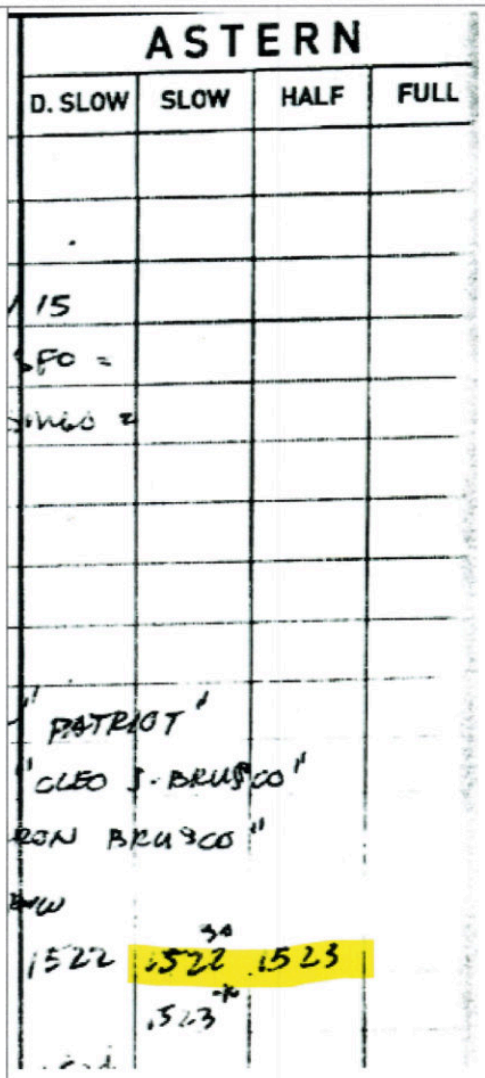
	22:21:27	15:21:27	TRAINEE REPEATS AND CONFIRMS "20 METERS?" PILOT ORDERS PATRIOT TO BACK "FULL ALONGSIDE" SPEED 1.4K SOG GPS 
	22:21:32	15:21:32	TRAINEE ORDERS SLOW ASTERN (ERROR/ALREADY ORDERED) BRIDGE WATCH OFFICER REPEATS ENGINE BELL BOOK  DECK BELL BOOK

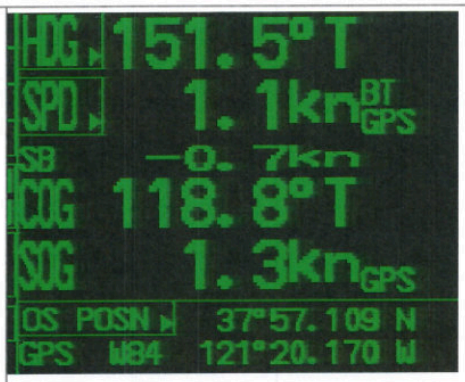
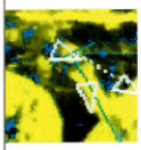


STOP	ASTERN			
	D. SLOW	SLOW	HALF	FU

STBD BOW — "PATRIOT"
PORT BOW "CLEO J. BRUSCO"
AFT "SHARON BRUSCO"
OFF PORT BOW
1520 1522 1522 1523
1523
1524

			
	22:21:40	15:21:40	TRAINEE ASKS MASTER: "WHAT'S THE DISTANCE NOW?" 
	22:21:43	15:21:43	TRAINEE ORDERS HALF ASTERN ENGINE BELL BOOK  BRIDGE BELL BOOK

			
	22:21:48	15:21:48	MASTER GETS DISTANCE FROM OFFICER ON BOW (TAGALOG) AND ASKS AGAIN: "HOW MUCH?" REPLY (EXCITEDLY IN TAGALOG)/ MASTER STATES "OH.."
	22:21:50	15:21:50	MASTER TO TRAINEE: "WE HIT THE PIER"

			 
	22:22:12	15:22:12	TRAINEE: OKAY, CLIO BACK OUT. DEAD... / SLOW ASTERN. PATRIOT STOP AND HOLD. STOP ENGINE

JUMP TO AGENDA

Attachment 17: Letter Brief

RMC LAW
[redacted] Napa, CA 94558
[redacted]

February 19, 2025

Allen Garfinkle
Executive Director
Board of Pilot Commissioners
660 Davis Street
San Francisco, CA 94111

Re: Vessel: M/V KONA TRADER
Pilot: Capt. Matt Stevens
D/I: 25 SEPT 2024

Dear Capt. Garfinkle,

On behalf of Capt. Matt Stevens, we offer our Letter Brief regarding the issues we believe to be relevant in assisting the IRC in its investigation and deliberations. We will discuss the incident, facts and evidence, pertinent legal issues and standards under General Maritime Law and Capt. Stevens' conduct, which, we submit was reasonable throughout these events.

I. INTRODUCTION/BACKGROUND

Capt. Stevens is a graduate of the California Maritime Academy, Class of 2004. After graduation, he sailed as third and second Mate on tankers between 2005 and 2008. Beginning in 2009, until he entered the training program in 2019, he sailed as a Mate and operator for Bay Delta Tug Company. He was accepted into the San Francisco Bar Pilot Training Program in 2019. After two years in the program, he was sworn in as a San Francisco Bar Pilot in July, 2021. He accepted the responsibility of a River Pilot shortly after being sworn in and his record as a San Francisco Bar Pilot has been exemplary.

II. SUMMARY OF PERTINENT FACTS/EVIDENCE

The following is a brief summary of the incident, highlighting facts that bear on Capt. Stevens' actions. Capt. Stevens was assigned to pilot the M/V KONA TRADER on September 25, 2024 from Anchorage 9 to the Port of Stockton Berth 12/13. In preparation for the job, he reviewed all of the pertinent details for the transit including tides, currents, traffic and applicable guidelines the evening before the transit. The M/V KONA TRADER had a length of 738 feet and beam of 105.8 feet. The bridge was located approximately 700 feet from the bow of the ship.

At 06:30 Capt. Stevens boarded the vessel with apprentice pilot Capt. Christian Barron. They introduced themselves to Capt. Laury Hernando. Capt. Stevens had observed and supervised Capt. Barron on prior ship jobs. He was aware that Capt. Barron had worked as a master on ATBs in San Francisco Bay for many years before joining the Bar Pilot Training Program. He

also understood that Capt. Barron was almost finished with the transits and dockings at the Port of Stockton required for the Bar Pilot Training Program. Capt. Stevens asked Capt. Hernando for permission to allow Capt. Barron to handle the vessel under his supervision and Capt. Hernando agreed.

Under Capt. Stevens' supervision Capt. Barron proceeded to conduct a thorough Master/Pilot exchange. Capt. Hernando advised that he had made this transit to Stockton before. At 0700, the anchor was clear and the vessel was underway to Stockton Berth 12/13. The transit would take approximately seven hours, arriving at the Stockton Terminal at around 14:00 hrs. Capt. Barron was to handle the vessel for the entire transit to the Port of Stockton.

During the transit, Capt. Stevens closely supervised Capt. Barron. He observed his decision-making and skilled work all the way from Anchorage 9 to Stockton. Capt. Barron professionally handled the river transit both in his decisions and orders to bridge personnel. Capt. Stevens was aware of Capt. Barron's prior experience at the Port of Stockton and his progress in the Bar Pilot Training Program. Based upon that knowledge and his piloting of this vessel on the river transit, Capt. Stevens decided to have Capt. Barron finish the transit to the dock.

Capt. Steven's assessment of the performance of the bridge personnel was that they appeared competent in the handling of the vessel and understanding and responding to Capt. Barron's several hundred helm and engine orders required for this transit.

Most turning basins in the Bay Area have enough room to enter the turning circle completely and turn the ship evenly by both ends. This maneuver in Stockton is challenging because there is not enough room to turn the ship in a circle and push it alongside the dock. The turning area is shaped more like a triangle. The bow must be pushed to the southwest necessarily approaching very close to the Berth 12/13 dock and the nearby shoaling. Then the stern can be brought around to finish the turn and the vessel moored portside to the dock. When using a tug to push on the port bow for clockwise rotation, the stern also starts to swing, but in the opposite direction of the bow. During this maneuver great care must be taken not to have any sternway, which could result in a stern grounding on the shoaling on the opposite side of the channel.

When berthing at the ore dock (Berth 12/13), the ship exits a narrow channel and makes a right turn to eventually go port side to the dock. This is where and how this docking was taught to be done in the Bar Pilot Training Program. To Capt. Stevens' knowledge, this was the only maneuver used for this berth. During the turn, the stern approaches close to the channel edge and, at the same time, the bow is very close to the dock.

When docking a vessel in challenging and tight approaches, it is usual to request from the Master a bow lookout to give closing distances. At 14:16 while approaching "the west end," which is considered the entrance to the Port of Stockton, Capt. Barron confirmed to the Master that they would need a Mate on the bow to give distances to the dock once they were approaching the berth. Capt. Hernando was familiar with the Stockton Terminal. He understood and acknowledged that he would do so.

The Mate on the bow has the best view during this maneuver. Pilots also usually receive distances given by the assist tugs. But from alongside the ship, the tugs cannot see the actual distance as well as the Mate on the bow. This crew was clearly aware of the extremely small maneuvering clearances at this dock. Distances are typically given by the Mate on the bow in

meters from the dock. This is a obviously a very challenging maneuver requiring complete and competent assistance by the Mate on the bow and bridge crew. Capt. Stevens expected that these experienced mariners would conduct themselves carefully and competently.

At approximately 14:35, Capt. Barron asked to make fast 2 of the 3 assist tugs. The CLEO BRUSCO was made fast on the port bow. The PATRIOT was made fast on the starboard bow. The SHARON BRUSCO would stand by and would put a line up on the starboard quarter once the M/V KONA TRADER got closer to the turning basin. Because the tugs are not very powerful as compared to the tugs used in the San Francisco Bay, initially one tug is needed on each bow to drag or pull alongside to arrest the ship's speed. The pilot is then able to use the ship's engine ahead to maintain positive steering while not increasing headway.

When entering the Port of Stockton, Capt. Stevens has certain speed goals. The practice is to slow down incrementally to maintain positive steering and minimize hydraulic interaction with other vessels. Those goals were achieved as the M/V KONA TRADER entered the channel. At 15:00:00, the M/V KONA TRADER passed another vessel berthed at Rough and Ready Island Berth 14 at a speed of 3.0 kts, using the PATRIOT and the CLEO BRUSCO to control speed. Three knots while passing a ship in Stockton is considered an appropriate and conservative speed.

At 15:06:00, Capt. Stevens discussed with Capt. Barron safe speeds in the maneuvering area. At 15:09:00, Capt. Stevens discussed testing the engine astern before getting into the critical maneuvering area. Testing the engine astern is a prudent and conservative practice. If the engine is tested early, and there are problems, then there is time to stop the ship using tugs and the anchor as necessary.

At 15:18:53, the CLEO BRUSCO reported 300 feet distance from the ore dock (Berth 12/13). At 15:19:12, Capt. Barron ordered the vessel to Stop Engine. At that point, the vessel speed was 1.4 knots and slowing. The vessel was rotating and headed towards the dock. The plan was to use the tugs to continue the clockwise rotation and the bow swing past the dock with the vessel ultimately docking port side to the dock. The tugs were to assist in rotating and slowing the vessel as needed.

The CLEO BRUSCO was ordered to let go its line and the Mate on the bow reported the CLEO BRUSCO let go at 15:20:40. At 15:20:45, Capt. Stevens went out to the port wing to view the area and the stern because it is considered good practice to check visually. The PPU had shown the stern in good position close to the edge of the charted channel. However, visually it looked like there was more room astern than Capt. Stevens expected, which meant that the vessel was getting very close on the bow end. Capt. Stevens had not yet received any approaching distance reports from the Master and the Mate on the bow. Capt. Stevens immediately went back into the wheelhouse. And as he entered, the CLEO BRUSCO reported "55 feet" (15:20:55). But, at almost the same time (15:21:00), the Master reported 40 meters (131 feet) from the Mate on the bow. At nearly the same time over the radio, the Mate on the bow was heard to say what sounded like "2" "0" meters. It then became clear that they had a problem with inaccurate or late distances and action needed to be taken immediately.

At 15:21:06, Capt. Stevens ordered Capt. Barron to "back up". At 15:21:08, Capt. Barron ordered Dead Slow Astern. At 15:21:12, he ordered the starboard tug PATRIOT to Back Half alongside to slow the vessel. At this point, great care was needed due to the fact that these actions

could cause sternway which could risk a stern grounding on the opposite shoaling of this narrow channel. At 15:21:17, Capt Barron then ordered the engine Slow Astern and ordered the CLEO BRUSCO to Push Half to increase rotation to the bow for it to clear the dock. All orders given by Capt. Barron were appropriate as confirmed by Capt. Stevens.

At 15:21:25, the Master reported 20 meters (65 feet) distance to the dock. At 15:21:30 Capt. Barron ordered the PATRIOT to Back Full alongside. Next, he ordered Half Astern at 15:21:45. At 15:21:48, the Master asked the Mate on the bow the distance from the dock and the Master was told that the vessel had touched the dock.

At the order to "back up", the vessel had a speed of 1.1 knots (or about 2 feet/second) and slowing. The dock damage photos show that the bulbous bow missed clearing the dock by only an estimated 2 or 3 feet. The contact occurred 42 seconds after that order.

First line was at 15:46. They were advised that there was no vessel damage. It appeared that the dock damage was not significant. The dock remained usable.

III. STANDARD OF CARE

A. Pilots Are Obligated to Employ the Ordinary Care and Skill of Their Profession

Maritime law provides that pilots may not be held to a standard of perfection. Rather, "a pilot is required to use the ordinary care of an expert in his profession. [Namely], he must exercise the degree of skill commonly possessed by others in the same employment . . ." *General Petroleum Corp. v. City of Los Angeles,* 42 Cal. App. 2d 591, 595 (1941). Still another court has expressed this standard by explaining that "the duty of the pilot is to exercise that degree of care and skill possessed by the average pilot…." *American Zinc Co. v. Foster,* 313 F. Supp. 671, 682 (S.D. Miss. 1970). Pilot misconduct should only be found if it is shown by a "preponderance of the evidence that a [pilot] operated his vessel in a manner which nautical experience and good seamanship would condemn as unreasonable under the circumstances." *Id* at 1523 [Emphasis added]. Pilots are not required to be "infallible." *American Zinc Co. v. Foster*, 313 F. Supp. 671, 682 (S.D. Miss. 1970).

B. The Evaluation By the IRC Should Not Employ Hindsight in Reaching a Decision

Pilots must often make decisions under extremely difficult circumstances and time pressure. The very nature of a pilot's decisions can subject them to second guessing and judgment by hindsight. Hence, the applicable authorities require that pilots should not be judged by hindsight, but rather by what they knew at the time and under the specific circumstances of the event. In *Andros Shipping Co. v. Panama Canal Co.,* 298 F.2nd 720 (1st Cir. 1962), the court expressed this concept when it held as follows:

> The decisions of a pilot in the delicate and hazardous task of navigating a large ship through the Panama Canal involve a matter of judgment . . . A court must avoid basing its decisions on hindsight, and it must make allowance for the legitimate differences in technique of various pilots.

298 F.2nd at 725.

This rule was stated again in *Peoples Natural Gas Co. v. Ashland Oil, Inc.,* 604 F. Supp. 1517, 1526 (W.D. Pa. 1985), where the court cautioned against the use of hindsight in judging the pilot: "It is of no moment that in light of hindsight Capt. Lysicki would have used an alternative docking procedure … A pilot is required to exercise only the ordinary degree of care and skill commonly possessed by others in the same field; he is not required to be prescient." These cases show that assessing a pilot's actions based on hindsight is not appropriate.

C. When a Vessel is *In Extremis* a Pilot's Actions are to be Judged by a Far More Lenient Standard

In extremis exists when the vessel, without prior negligence, is put in the center of destructive natural forces or other circumstances "and a hard choice between competing courses must immediately be made." *Employers Insurance of Wausau v. Suwannee River Spa Lines, Inc.*, 866 F. 2d 752, 771 (5th Cir.1989).

When a vessel is *in extremis*, a pilot must necessarily be judged by a far more lenient standard. As the respected 5th Circuit Court of Appeals has held, actions when a vessel is *in extremis* "are to be leniently judged because courts should not second guess parties in peril and expect more precise judgments." *Crescent Towing & Salvage Company v. CHIOS BEAUTY MV,* 610 F.3d 263, 267 (5th Cir. 2010).

The vessel remains *in extremis* until it is safely back under control and in safe waters. See, *Exxon Corp. v. Halcon Shipping Company*, 1995 U.S. Dist. Lexis 524 (Dist. N.J. January 18, 1995).

IV. DISCUSSION

A. Capt. Stevens Carefully Supervised Pilot Trainee Capt. Christian Barron During the Transit and Docking of the M/V KONA TRADER

A threshold issue to discuss is Capt. Stevens' supervision of Capt. Barron and Capt. Barron's actions during the transit and docking. As noted above, Capt. Stevens was familiar with Capt. Barron's abilities. He had observed and supervised him on prior jobs. He was aware that Capt. Barron was almost finished with his required training transits for the Stockton terminal and that Capt. Barron had been in the Bar Pilot Training Program for 14 months and was progressing very well. He was also aware of Capt. Barron's significant experience prior to entering the Bar Pilot Training Program. Capt. Barron worked as a master of ATBs in San Francisco Bay for many years. These particular vessels can be in excess of 600 feet in length and used mostly for the coastal petroleum trade. Capt. Stevens was well aware that the maneuvering of these vessels in docking, lightering and fueling ships is excellent experience and preparation for entering the Bar Pilot Training Program. Based upon this information, Capt. Stevens reasonably entrusted the transit and docking of the M/V KONA TRADER to Capt. Barron with his supervision.

Capt. Stevens' supervision and observations of Capt. Barron during the seven-hour transit confirmed his previous understanding of Capt. Barron's skill and experience. Therefore, as part of Capt. Barron's training, Capt. Stevens was comfortable with allowing him to take the vessel through the docking evolution under his supervision. Capt. Barron's conduct was excellent and correct in his responses to the *in extremis* situation that developed during the docking.

B. Capt. Stevens Reasonably Believed That All Resources Were in Place to Successfully Execute the Docking and Maneuver the Vessel Safely

When docking a vessel in challenging and tight approaches, it is usual to request from the Master a bow lookout to give closing distances. In preparation for the docking as the M/V KONA TRADER entered the west end of the Port of Stockton, Capt. Barron confirmed with the Master, Capt. Hernando, that they would need a Mate on the bow to report distances as the vessel approached the dock. Capt. Hernando was familiar with the Port of Stockton having been there previously. He acknowledged that he would do so.

The assist tugs also provide distances alongside the ship. However, the tug operator cannot see the actual distances as well as the Mate on the bow. The bridge on the M/V KONA TRADER is over 700 feet from the bow. Although the pilot's PPU is of great assistance in navigating in this area and setting up the approach, the most reliable information concerning the necessary approach distances to the dock is from the Mate on the bow. Therefore, the Mate on the bow is a critical vessel asset in this docking.

As the pilot owed the vessel the duty to exercise reasonable care, the M/V KONA TRADER and her officers owed Capt. Stevens and themselves the duty of reasonable care as well. It was reasonable for Capt. Stevens to expect that these experienced mariners would conduct themselves carefully and competently. This crew was clearly aware of the extremely small maneuvering clearances at this dock. The approach distances are expected to be given by the Mate on the bow in a timely manner as the vessel gets close to the dock because that person has the best view. The Master and the Mate confirmed that they would assume this responsibility. Capt. Stevens was completely justified in expecting the vessel to provide this critical input for the docking. Unfortunately, they failed to do so.

When the CLEO BRUSCO reported that the vessel was 300 feet from the dock, Capt. Stevens confirmed on his PPU that the vessel was in a good position for its final rotation and approach to the dock. However, given the tight maneuvering distances, he felt it was advisable to check visually even though vessel position looked good on his PPU. Therefore, Capt. Stevens took the extra precaution of stepping out to the port wing to actually view the distance of the stern from the opposite channel bank. At this point, there had been no prior closing distance reports from the Master and the Mate on the bow. What Capt. Stevens observed was that the actual distance between the stern and the channel bank was greater than he had expected based on the PPU information. Consequently, this meant the bow was closer to the dock than expected. The Master and the Mate on the bow should have provided closing distances before this point.

Capt. Stevens immediately returned to the bridge. Upon entering the bridge, the CLEO BRUSCO reported only 55 feet from the dock. And, at almost the same time, the Master reported 40 meters (131 feet). It became immediately clear that one of these distances - most likely the 40 meter report - was wrong and/or late. Nevertheless, even if that report had been correct, there should have been earlier closing distance reports which were not provided by the Master and the Mate on the bow. Capt. Stevens immediately told Capt. Barron to "back up". Capt. Barron responded immediately and appropriately. Unfortunately, despite the prudent action of Capt. Stevens and Capt. Barron, the vessels touched the dock less than one minute later.

A timeline may be helpful to understand the what occurred close to the dock. This information was obtained from Capt. Stevens' PPU data:

15:18:53 CLEO BRUSCO reports 300' to the loader (dock)
15:18:56 Capt. Barron acknowledges

15:19:15 Capt. Barron orders Stop Engine
15:20:45 Capt. Stevens out on port wing; sees stern distance to opposite channel bank
15:20:55 Capt. Stevens returns to bridge; CLEO BRUSCO reports 55' distance from the dock
15:21:00 Master reports "40"
15:21:06 Capt. Stevens orders "back up"
15:21:08 Capt. Barron orders Dead Slow Astern
15:21:12 Capt. Barron orders the PATRIOT Back Half
15:21:17 Capt. Barron orders Slow Astern
15:21:21 Capt. Barron orders the CLEO BRUSCO Half Towards
15:21:25 Master reports "distance about 20"
15:21:30 Capt. Barron orders the PATRIOT Back Full Alongside
15:21:43 Capt. Stevens requests distance
15:21:45 Capt. Barron orders Half Astern
15:21:48 Master asks Mate on the bow: "How much?"
15:21:52 Master reports that the vessel hit the dock

At the time that Capt. Stevens ordered the vessel to "back up", it was traveling at 1.1 knots or about two feet a second and slowing. The Master reported a distance of 40 meters (131 feet) from the dock. The vessel contacted the dock about 48 seconds later. At that point, the vessel was rotating clockwise and forward speed was about .8 knots. Obviously, the vessel was much closer to the dock than reported by the Master at that time. As the vessel rotated past the dock, there was a slight contact. If the Master and the Mate on the bow had provided accurate and timely reports, contact would not have occurred. Even with this failure of the crew, the vessel was within 2 or 3 feet of clearing the dock. The failure to provide the correct and timely closing distances was the cause in fact of this incident. Capt. Stevens reasonably relied upon the crew and its experienced officers to give accurate closing distances which they failed to do. That was the sole cause of this incident. At all times, Capt. Stevens and Capt. Barron operated the M/V KONA TRADER in a manner which nautical experience and good seamanship would consider as reasonable under the circumstances.

C. Capt. Stevens' and Capt. Barron's Responses to the Situation Caused by Inaccurate and Untimely Information From the Master and the Mate on the Bow Were Reasonable Under the Circumstances

Maritime law is well settled with regard to the standard to be used in evaluating a pilot's actions when a vessel is *in extremis*. The position of the M/V KONA TRADER's bow being too close to the dock and sternway risk of grounding clearly represented a situation of a vessel *in extremis*. This situation was caused solely by the Master and the Mate on the bow failing to provide timely and accurate closing distances to the dock. There was no negligence of the part of Capt. Stevens in creating this situation. And when this failure of the Master and the Mate on the bow was realized, Capt. Stevens immediately responded by ordering Capt. Barron to "back up" the vessel. Capt. Barron's engine orders were the fastest way to get the engine to respond. Also, this had to be done in a very measured way because of the risk of causing sternway in this very narrow channel and grounding the vessel. As Capt. Stevens has stated, he had no criticism of Capt. Barron's actions. Such were the reasonable actions of the pilot and the pilot trainee during an *in extremis* situation which they did not create.

As the courts have held, in this type of situation in which a hard choice between competing courses must be immediately made, the pilot must necessarily be judged by a far more lenient standard. Hence, as the courts have instructed, the actions of Capt. Stevens with a vessel *in extremis* must be leniently judged here since the reviewing tribunal should not second guess parties in peril and expect more precise judgments. Both Capt. Stevens and Capt. Barron responded to the *in extremis* situation, created by the Master and the Mate on the bow, in the most skilled manner possible.

V. CONCLUSION

Capt. Stevens properly supervised the actions of the pilot trainee, Capt. Barron. Capt. Stevens reasonably believed that all resources were in place to successfully execute the docking of the M/V KONA TRADER. He reasonably relied upon the experienced Master and Mate on the bow to provide timely and accurate information as the vessel approached the dock. The Master and the Mate on the bow failed to do so. This was the sole proximate cause of the incident. We ask that the Board to find that Capt. Stevens conducted himself reasonably under these circumstances and that there was no pilot misconduct.

Respectfully submitted,

/s/_____
Rex M. Clack
RMC Law

Attachment 18: CONFIDENTIAL: Board Licensee Statement, Duty Log, and Controlled Substances Testing Results

ATTACHMENT 18

Attachment 19: CONFIDENTIAL: Board of Pilot Commissioners Trainee Pilot Statement, Duty Log, and Controlled Substances Testing Results

ATTACHMENT 19

Attachment 20: CONFIDENTIAL: USCG Interview Summary with Master of the M/V KONA TRADER

ATTACHMENT 20

Attachment 21: CONFIDENTIAL: Port of Stockton Police Department Report

ATTACHMENT 21

CONFIDENTIAL

JUMP TO AGENDA

Agenda Item 11B: Progress report regarding the October 14, 2024, event involving the Motor Tanker (M/T) PLATANOS

Incident Review Committee Report
Board Meeting: May 15, 2025

INVESTIGATION STATUS REPORT

EVENT

On October 14, 2024, M/T PLATANOS made unintentional contact with the pier at Shell Martinez. There was reported damage to the hull of the ship, but no reported damage to the pier.

TIMELINE

Investigation Activities	Date	Days Elapsed
Ship Event	10/14/2024	0
Incident Reported to Executive Director	10/14/2024	0
Commission Investigator Dispatched	10/15/2024	1
90-day Statutory Deadline	**1/11/2025**	**90**
May Board meeting	**5/15/2025**	**214**
June Board meeting	**6/26/2025**	**256**

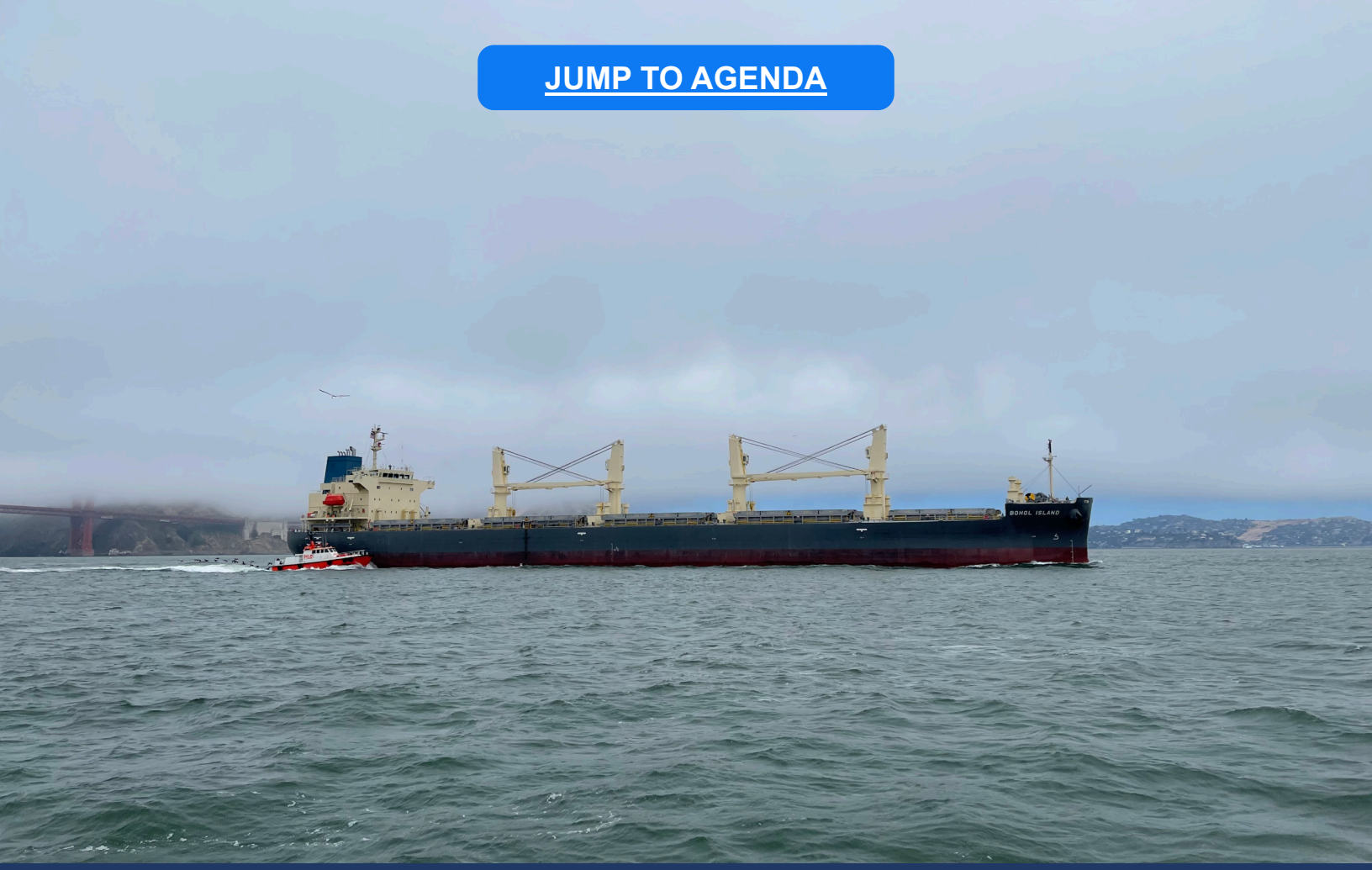
STATUS

The Incident Review Committee (IRC) is investigating this event and requests an extension to present the report at the June 2025 Board meeting.

IRC COMMITTEE MEMBERS

Joanne Hayes-White, Committee Chair (Public Board Member)
Allen Garfinkle, Executive Director

JUMP TO AGENDA



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Each year, Board-licensed pilots safely guide ships carrying thousands of passengers and billions of dollars of cargo through some of the most challenging waterways in North America.

As the Board approaches its bicentennial, it continues to shape California's future with industry-leading standards, highlighted by the development of new pilot boats that meet the nation's strictest harbor craft emission requirements.

Find out more about the Board and its work at www.bopc.ca.gov.

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