



# **SAN FRANCISCO BAR PILOTS**

## **Section 237(d) Data**

January 1, 2025 to December 31, 2025

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## **SECTION 237(d) DEFINITIONS AND PURPOSE**

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

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

**Purpose:** A measure of the amount of ships moved.

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

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

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

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

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

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

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

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

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

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

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

**Purpose:** A measure of the amount of ships moved.

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

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

**Purpose:** A measure of the size of vessels moved.

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

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

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

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

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

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

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

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

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

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

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

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

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

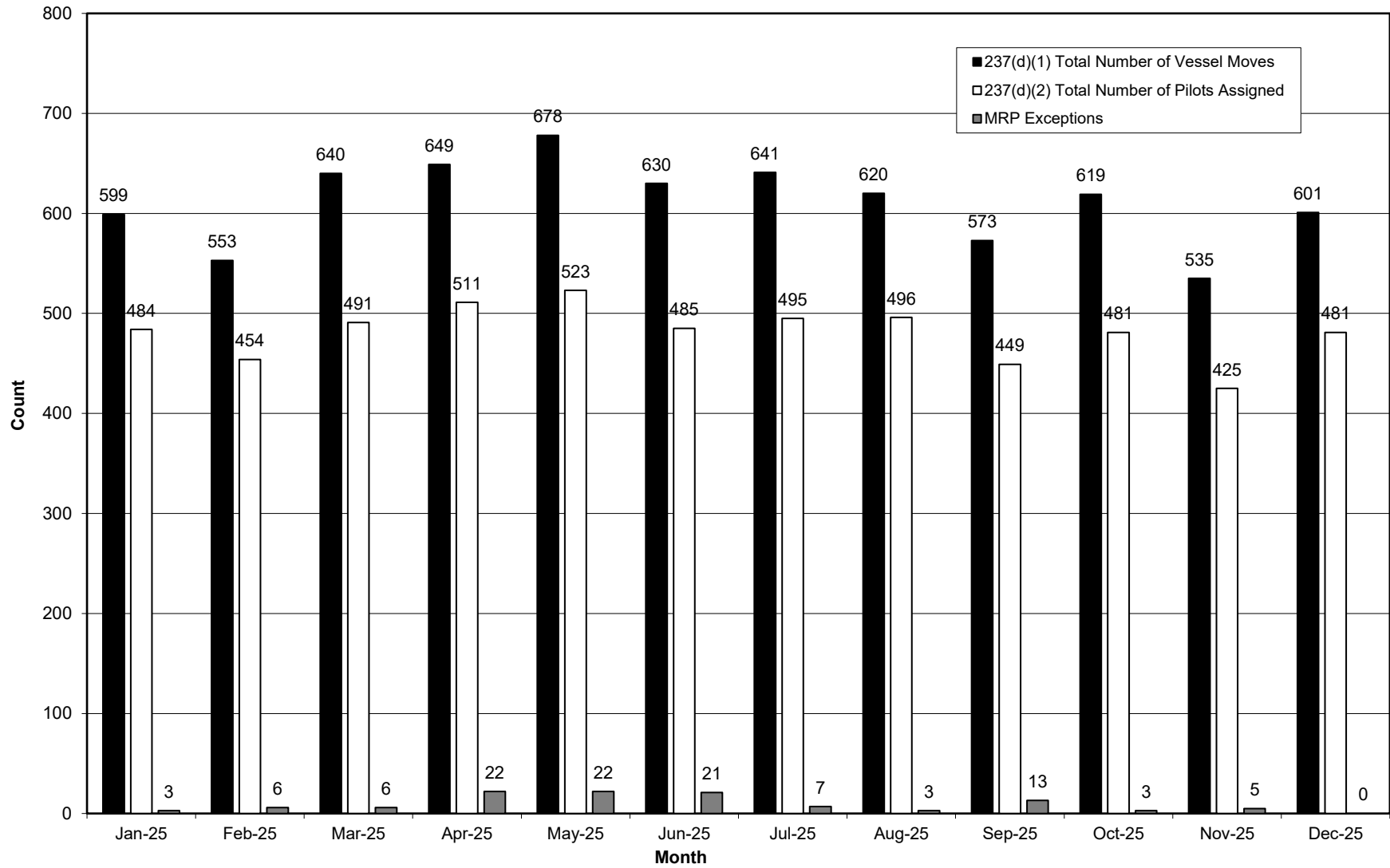
**Pilots pulled from the regular rotation for multi-day pilotage jobs.**

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

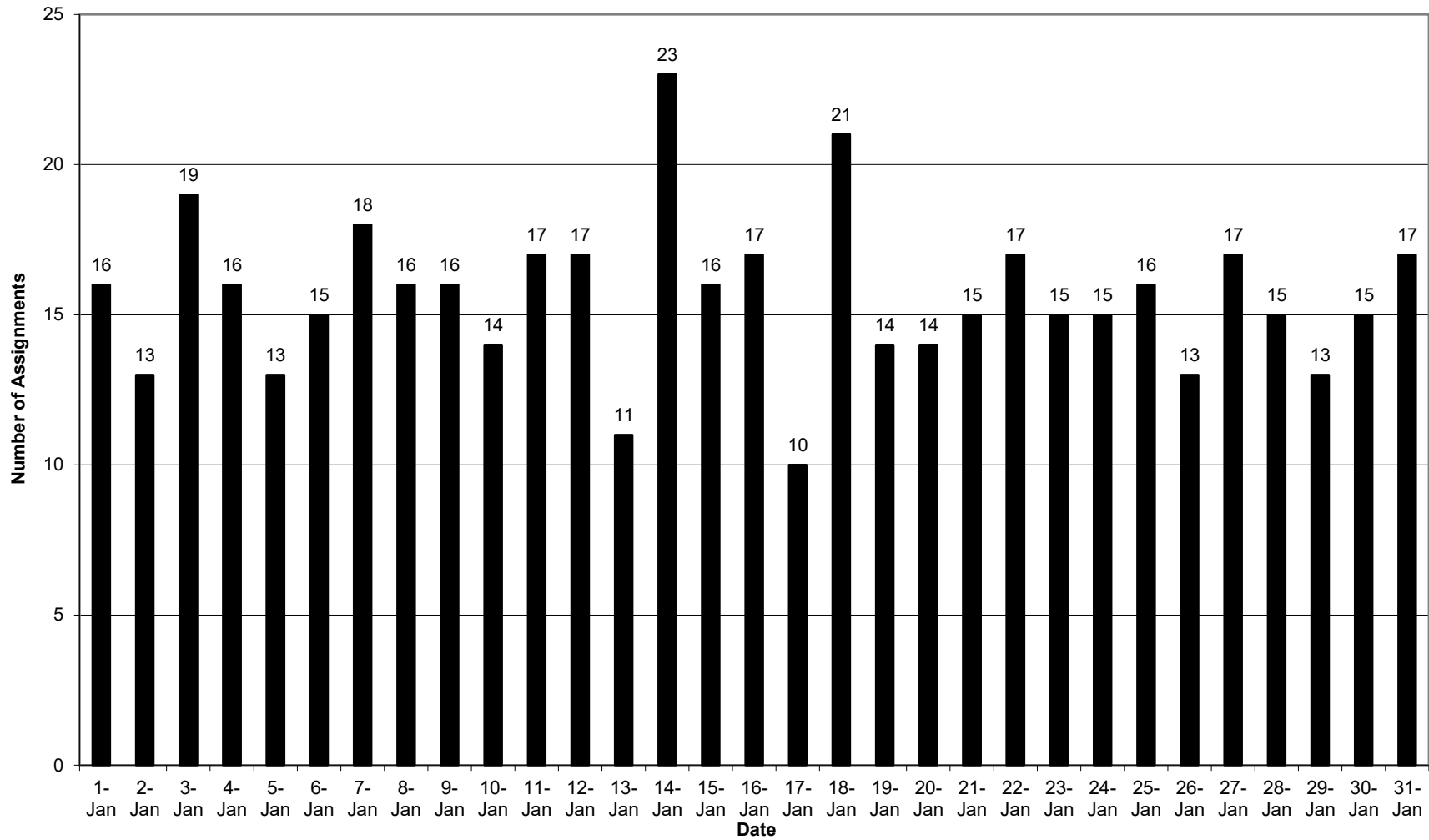
**Definition:** The number and length of jobs for vessels requiring the pilot to stay aboard for extended periods of time. This occurs when a normal pilot boarding / disembarking can not be made.

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

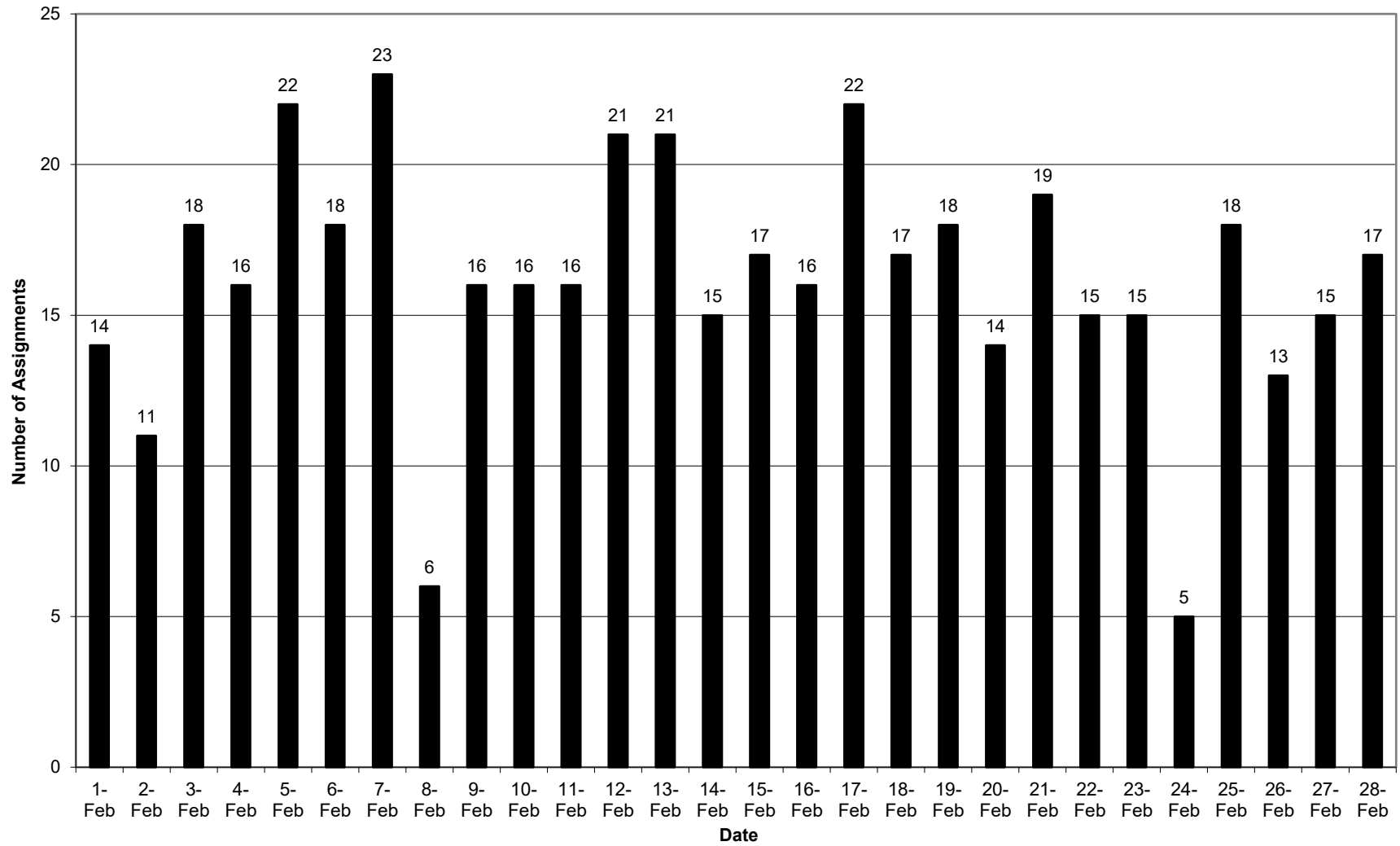
Section 237(d)(1, 2,10)  
**Total Number of Vessels Moved, Pilots Assigned and MRP Exceptions**  
 January 1 to December 31, 2025



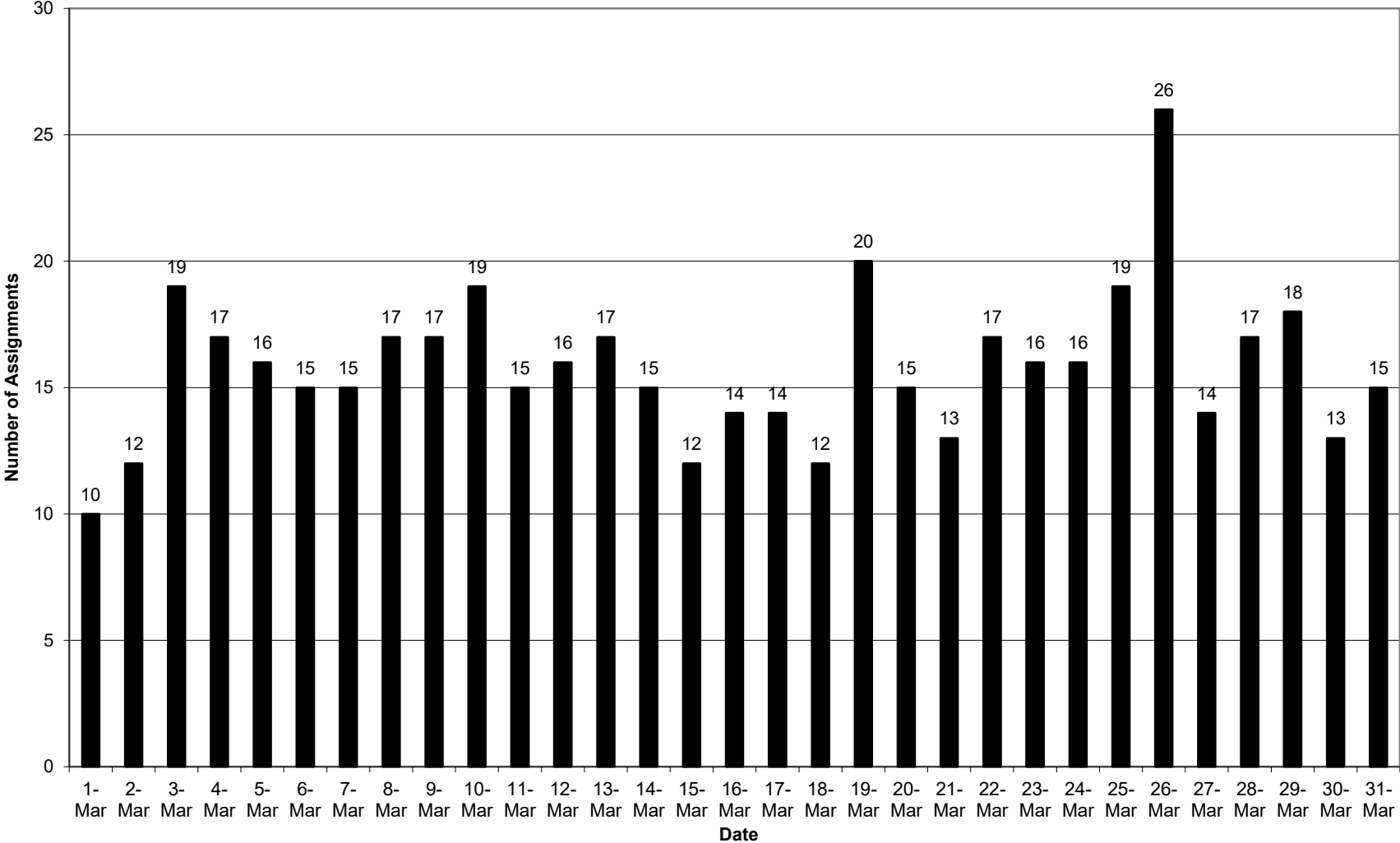
Section 237(d)(3)  
Assignments Per Day  
January 2025



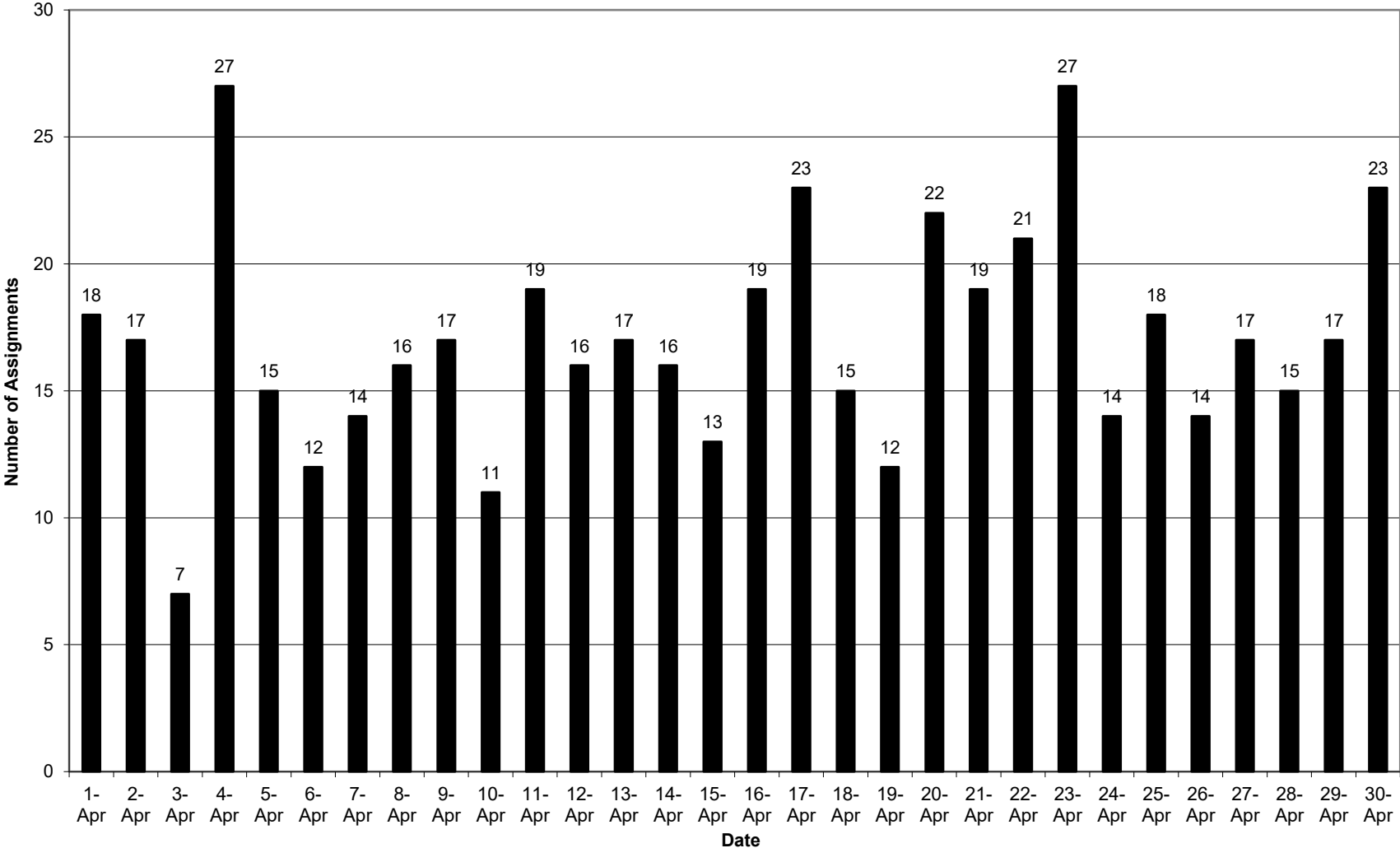
Section 237(d)(3)  
Assignments Per Day  
February 2025



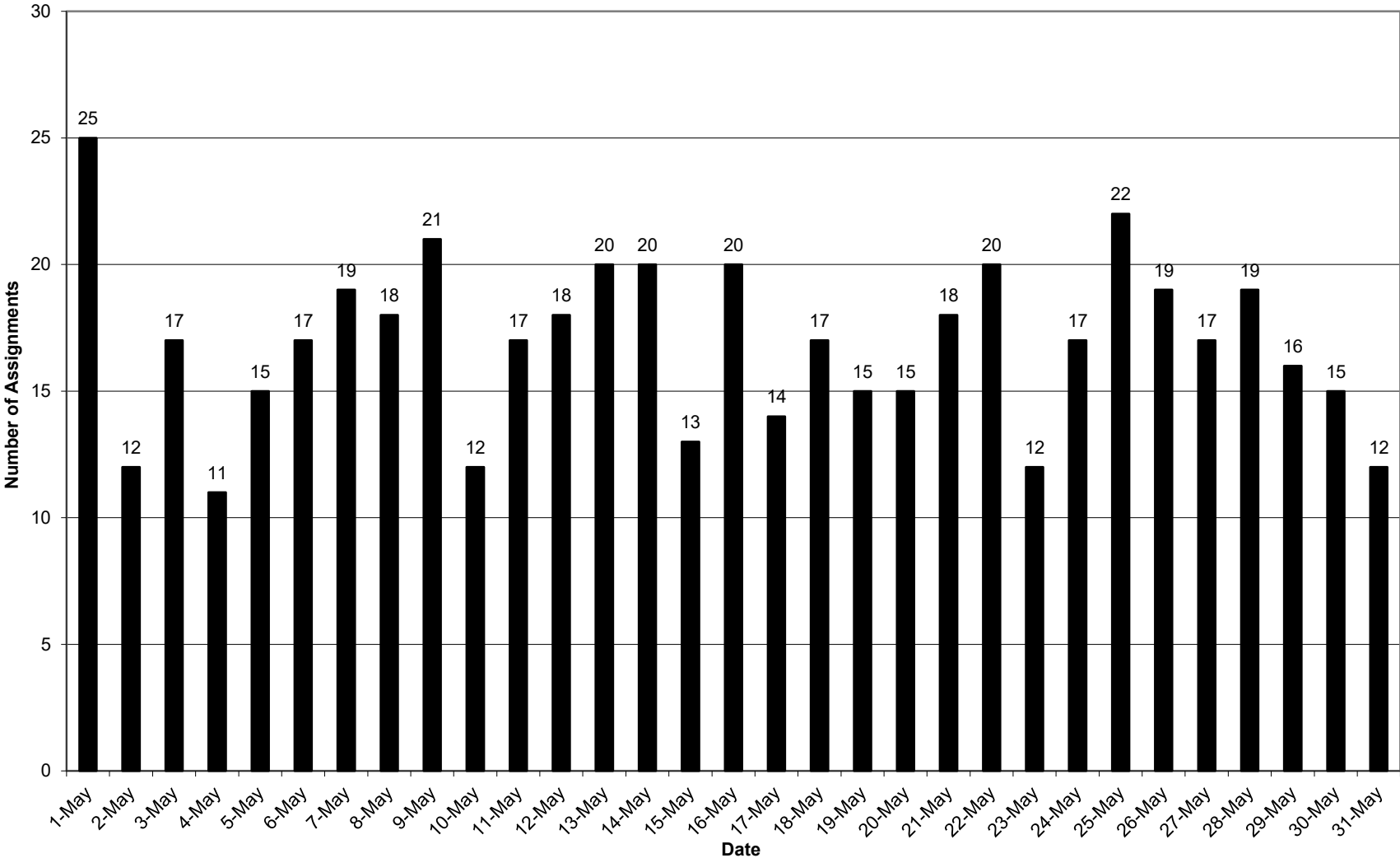
Section 237(d)(3)  
Assignments Per Day  
March 2025



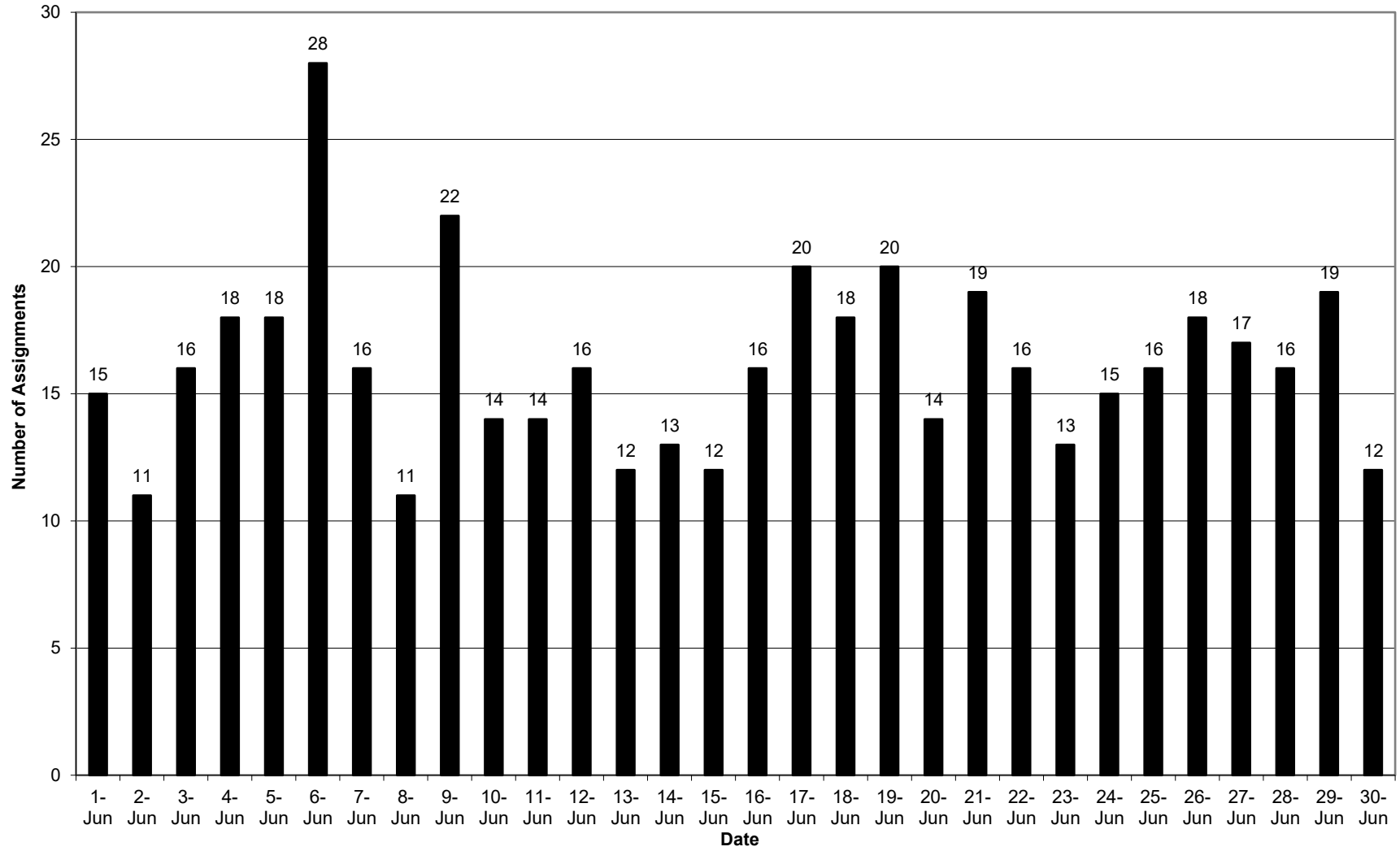
Section 237(d)(3)  
Assignments Per Day  
April 2025



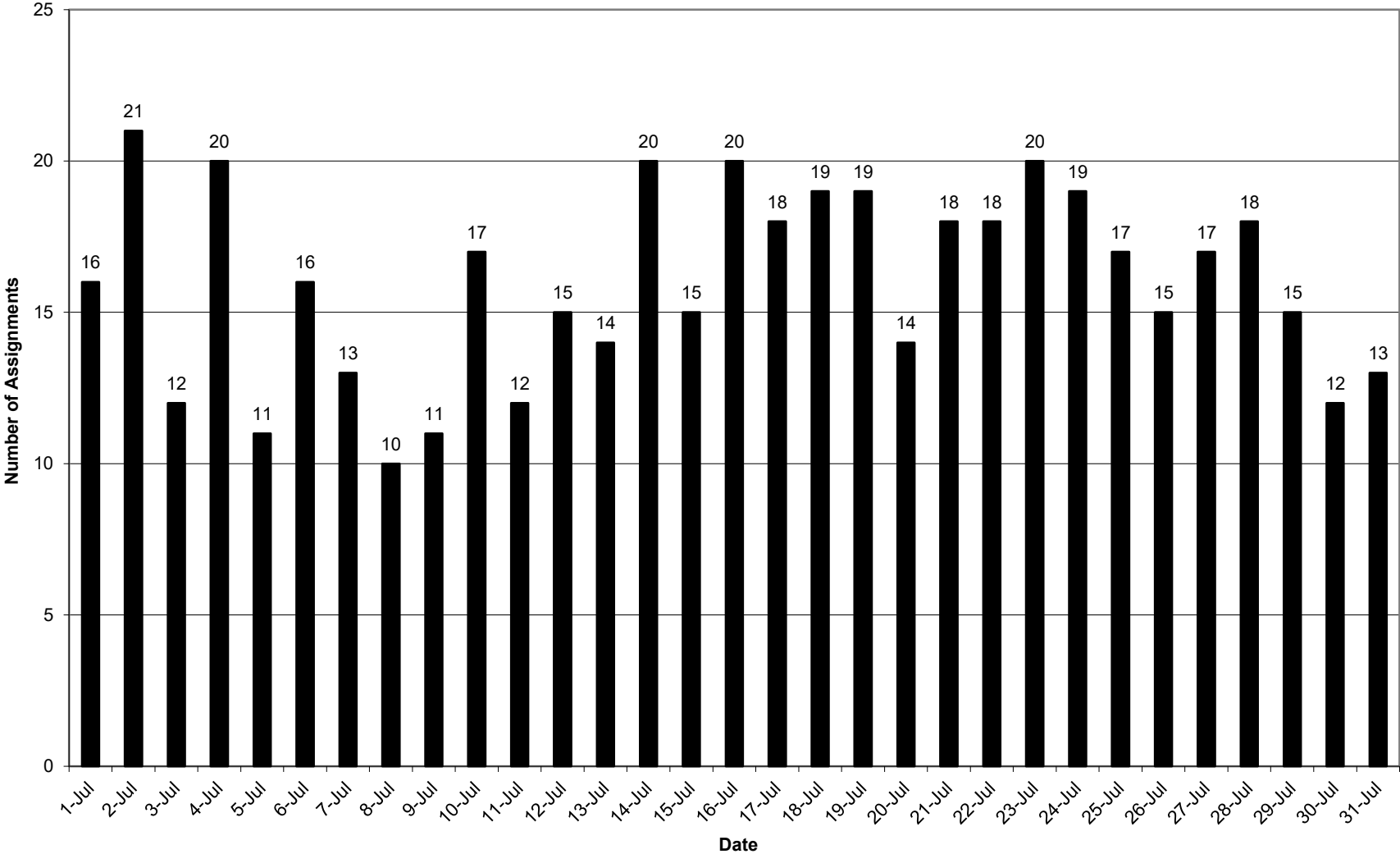
Section 237(d)(3)  
Assignments Per Day  
May 2025



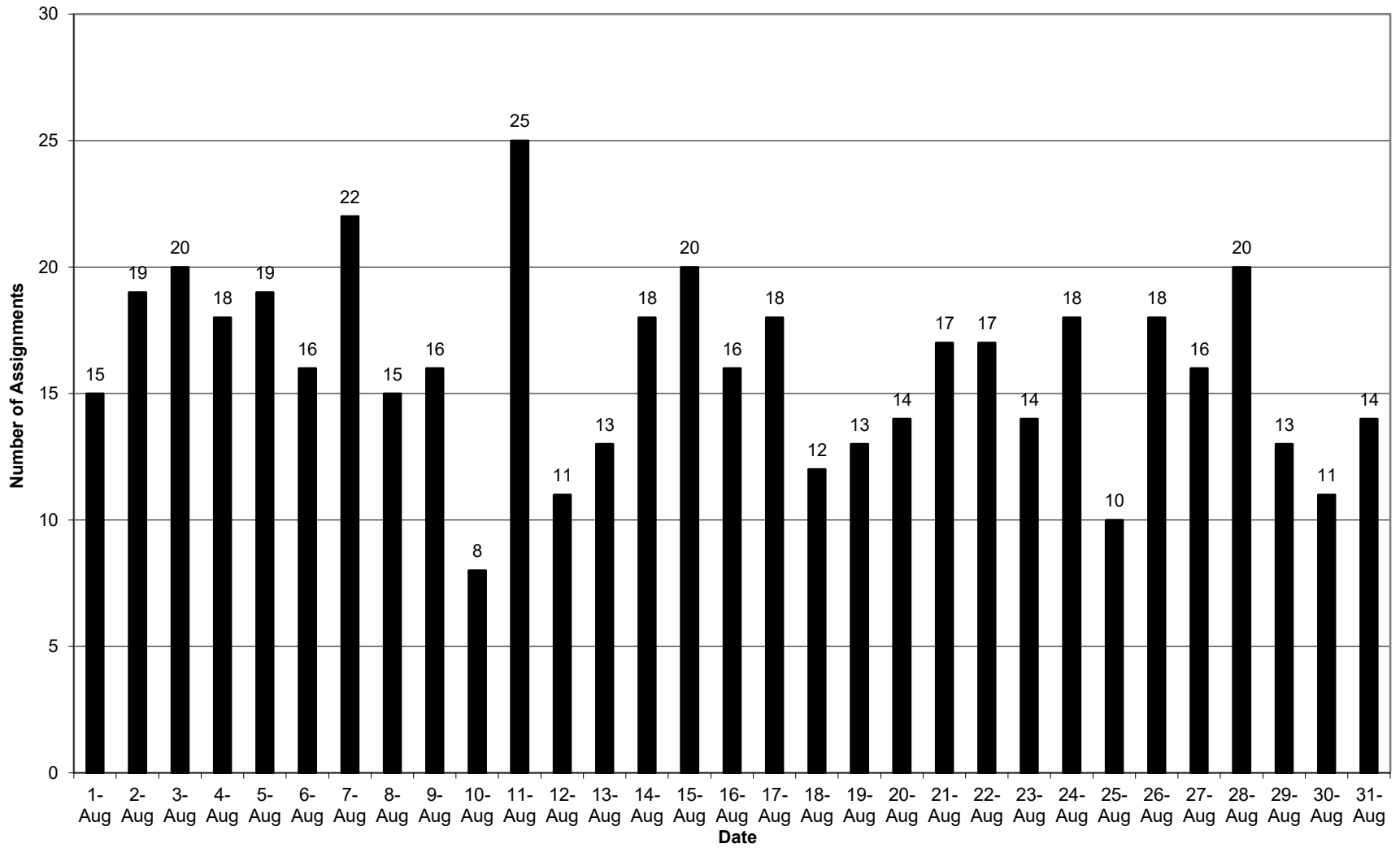
Section 237(d)(3)  
Assignments Per Day  
June 2025



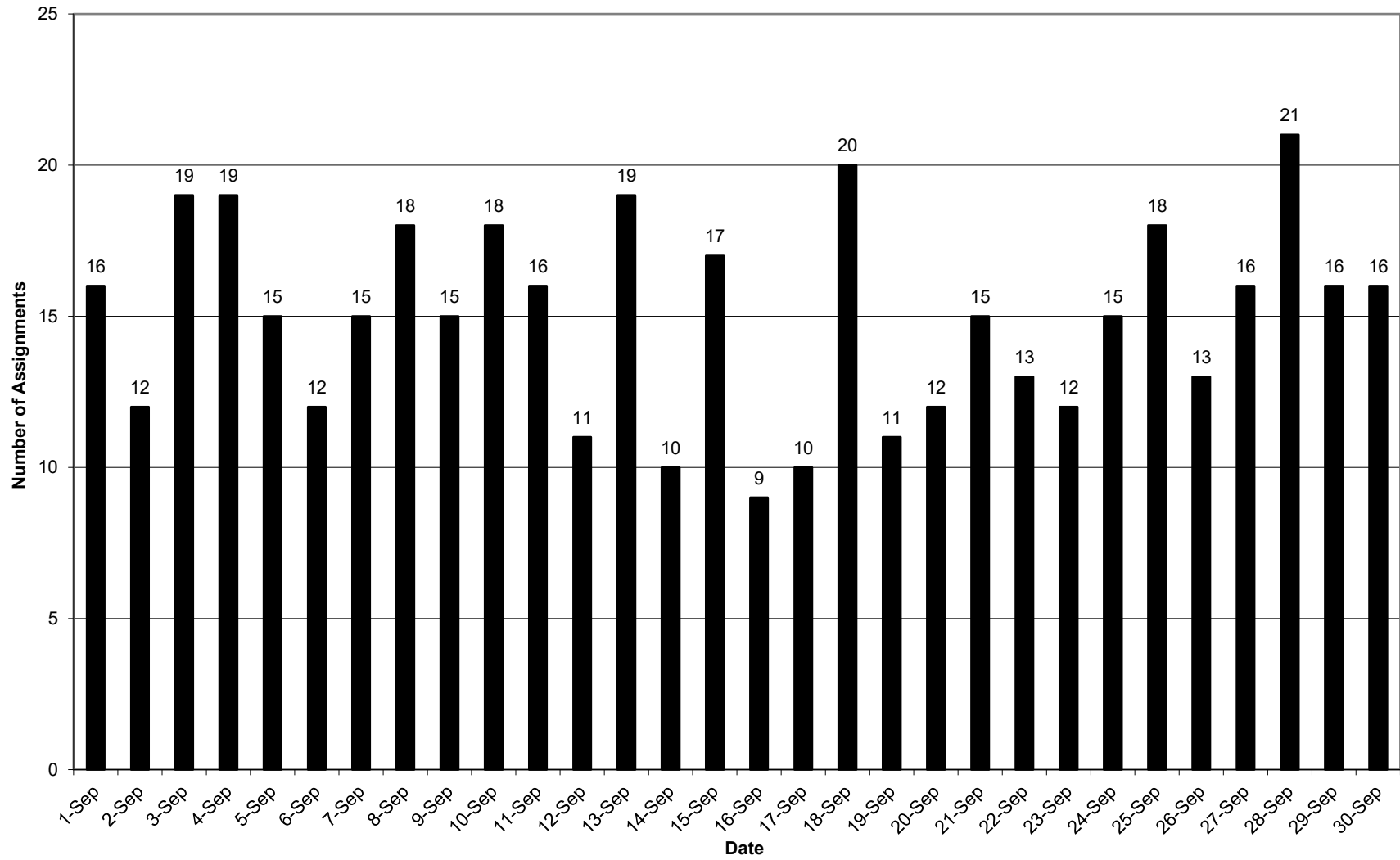
Section 237(d)(3)  
Assignments Per Day  
July 2025



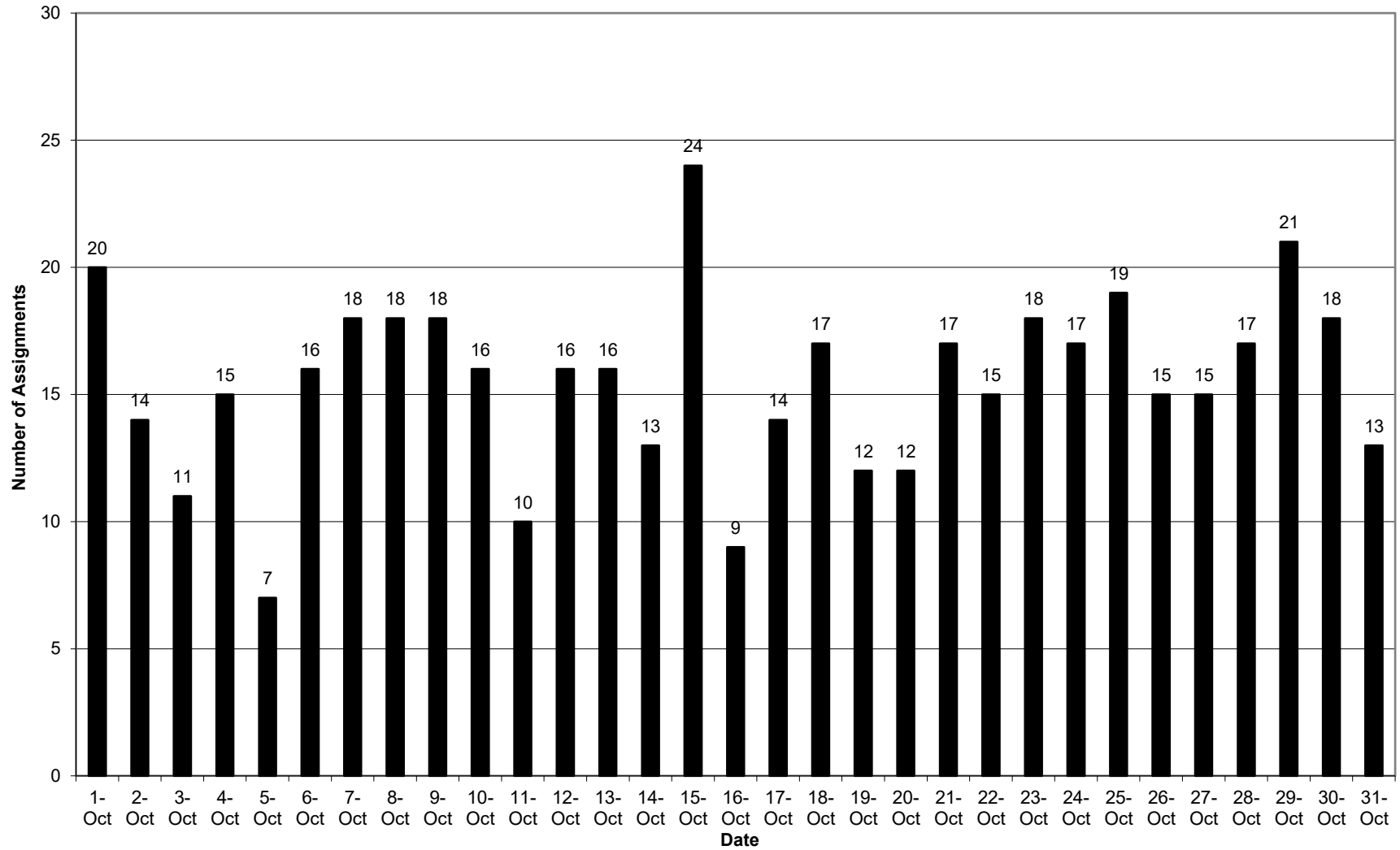
Section 237(d)(3)  
Assignments Per Day  
August 2025



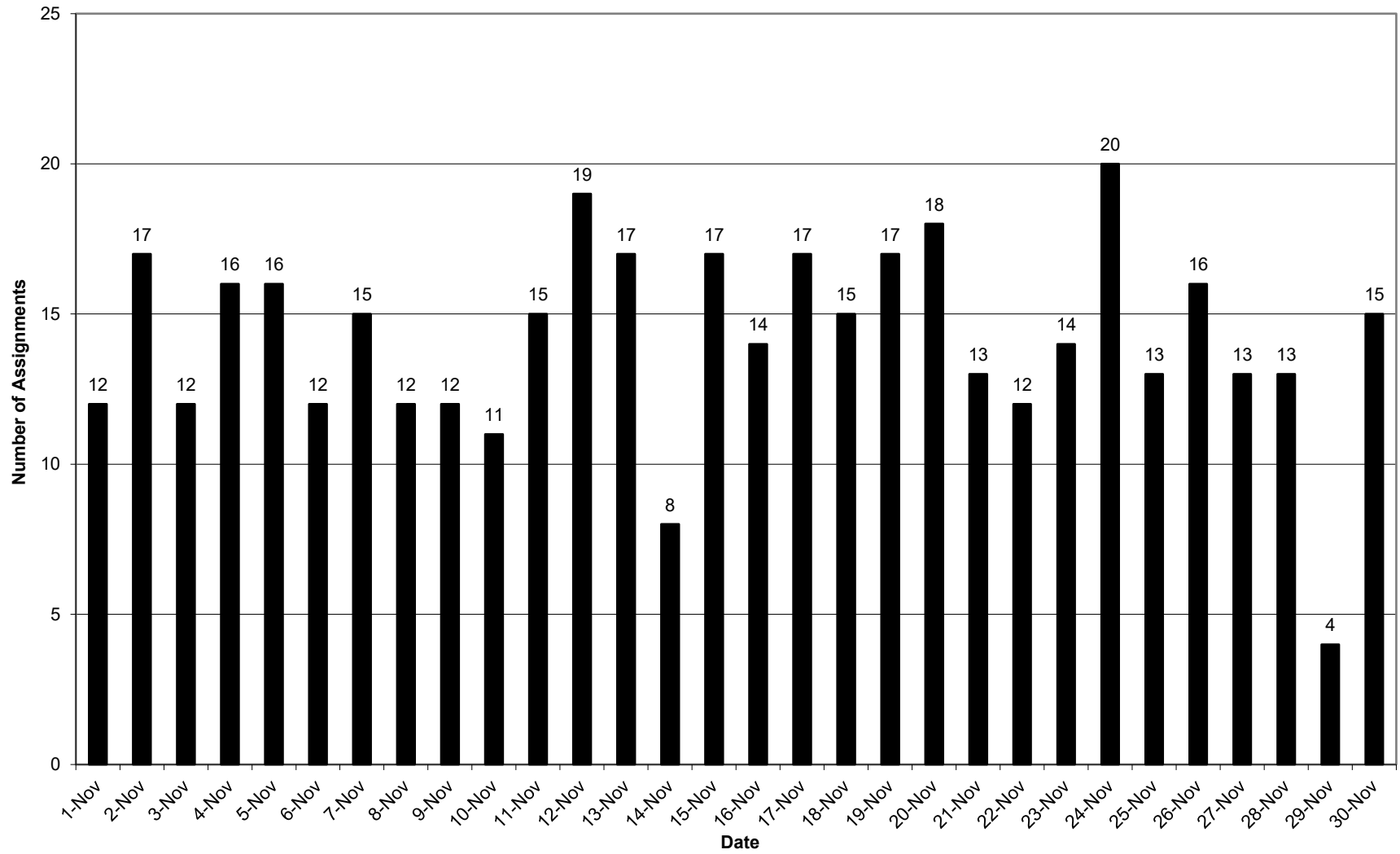
Section 237(d)(3)  
Assignments Per Day  
September 2025



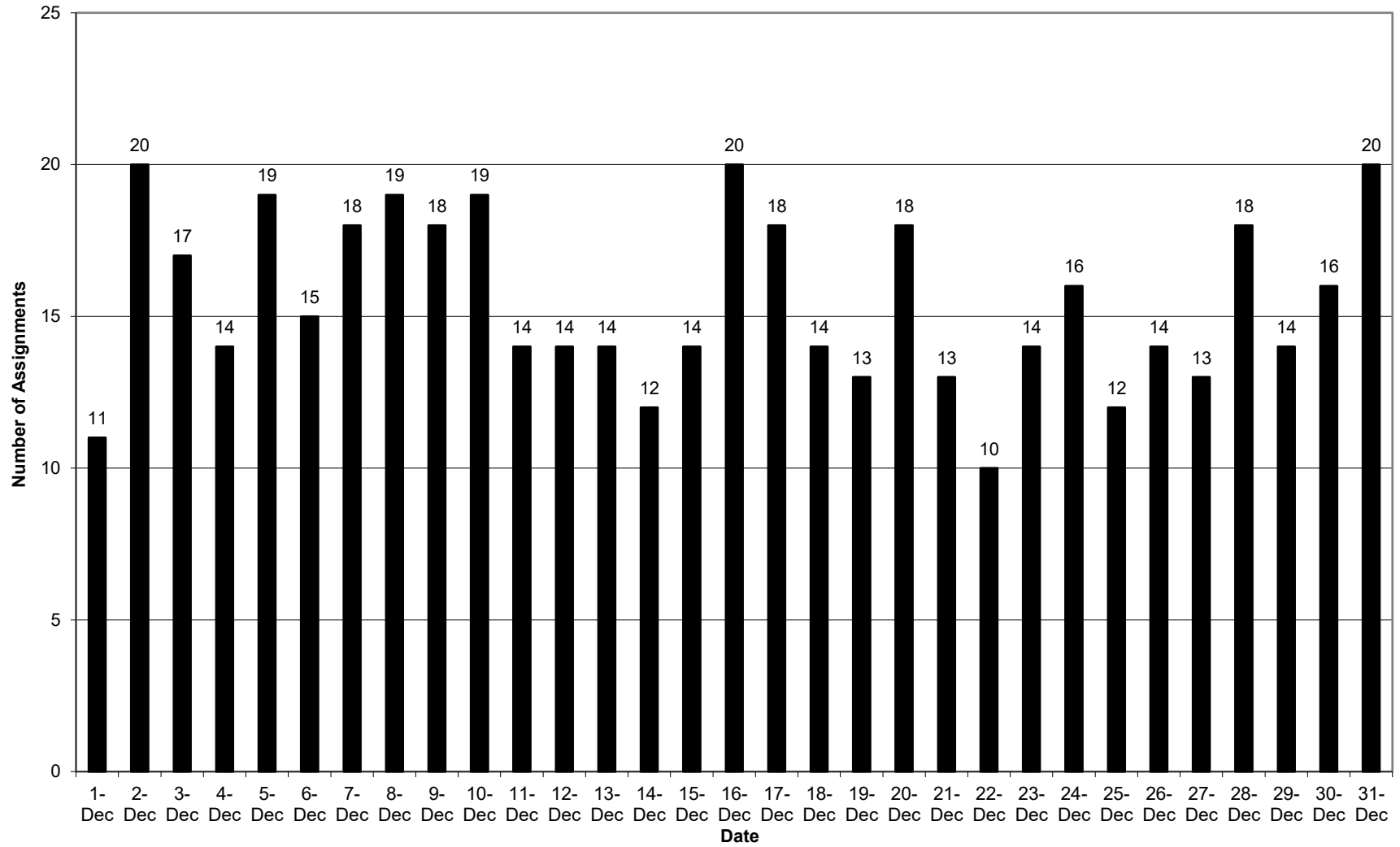
Section 237(d)(3)  
Assignments Per Day  
October 2025



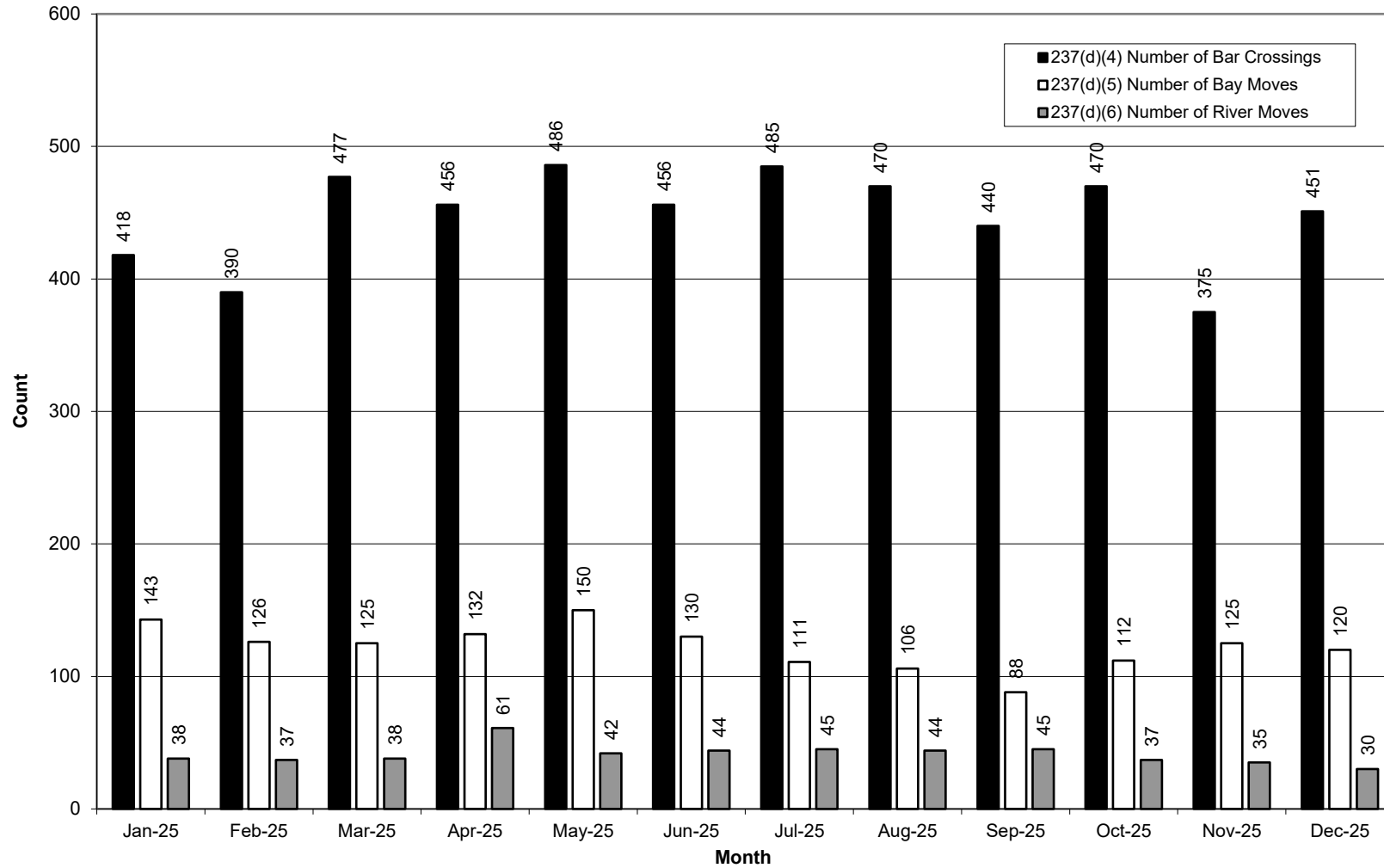
Section 237(d)(3)  
Assignments Per Day  
November 2025



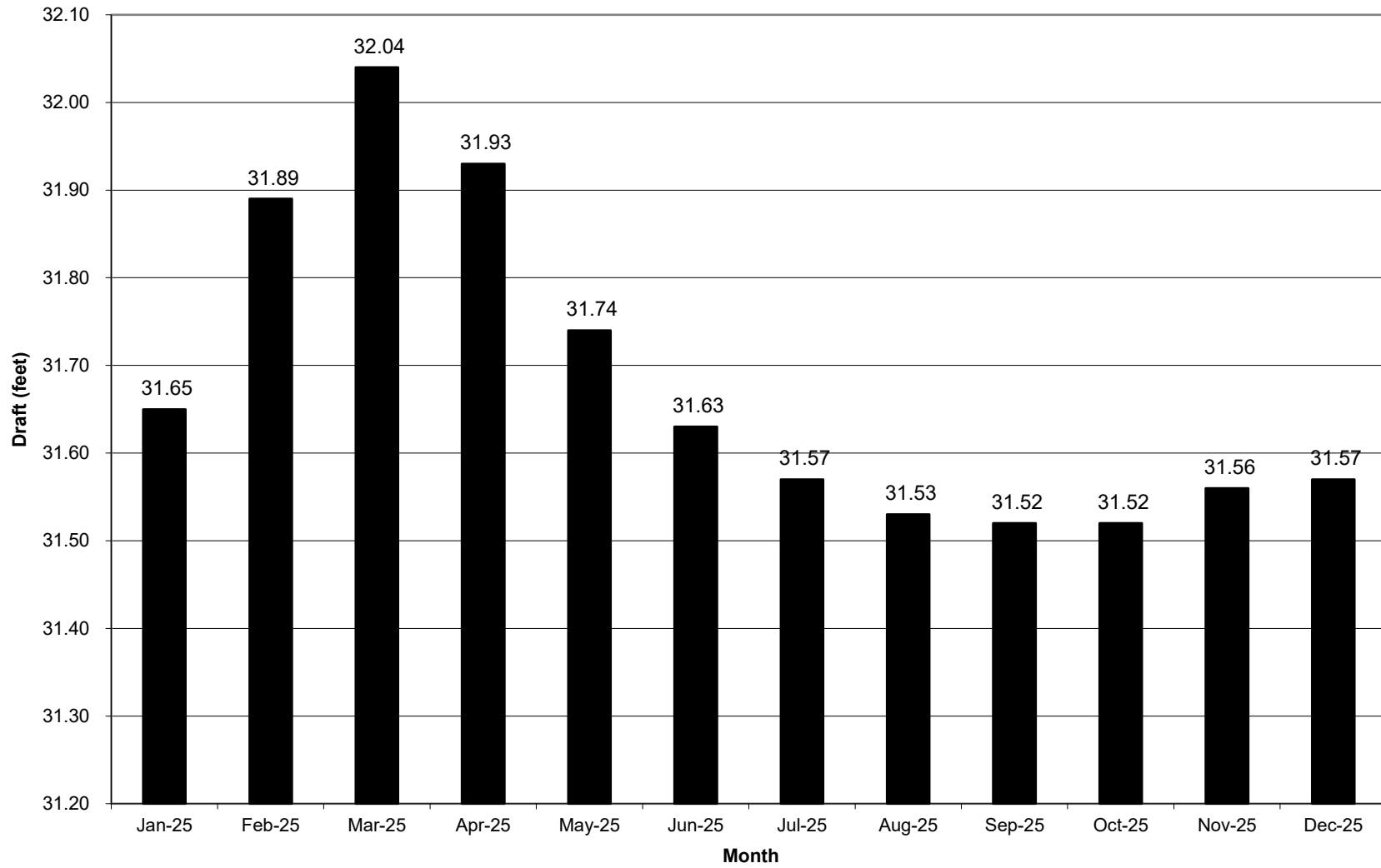
Section 237(d)(3)  
Assignments Per Day  
December 2025



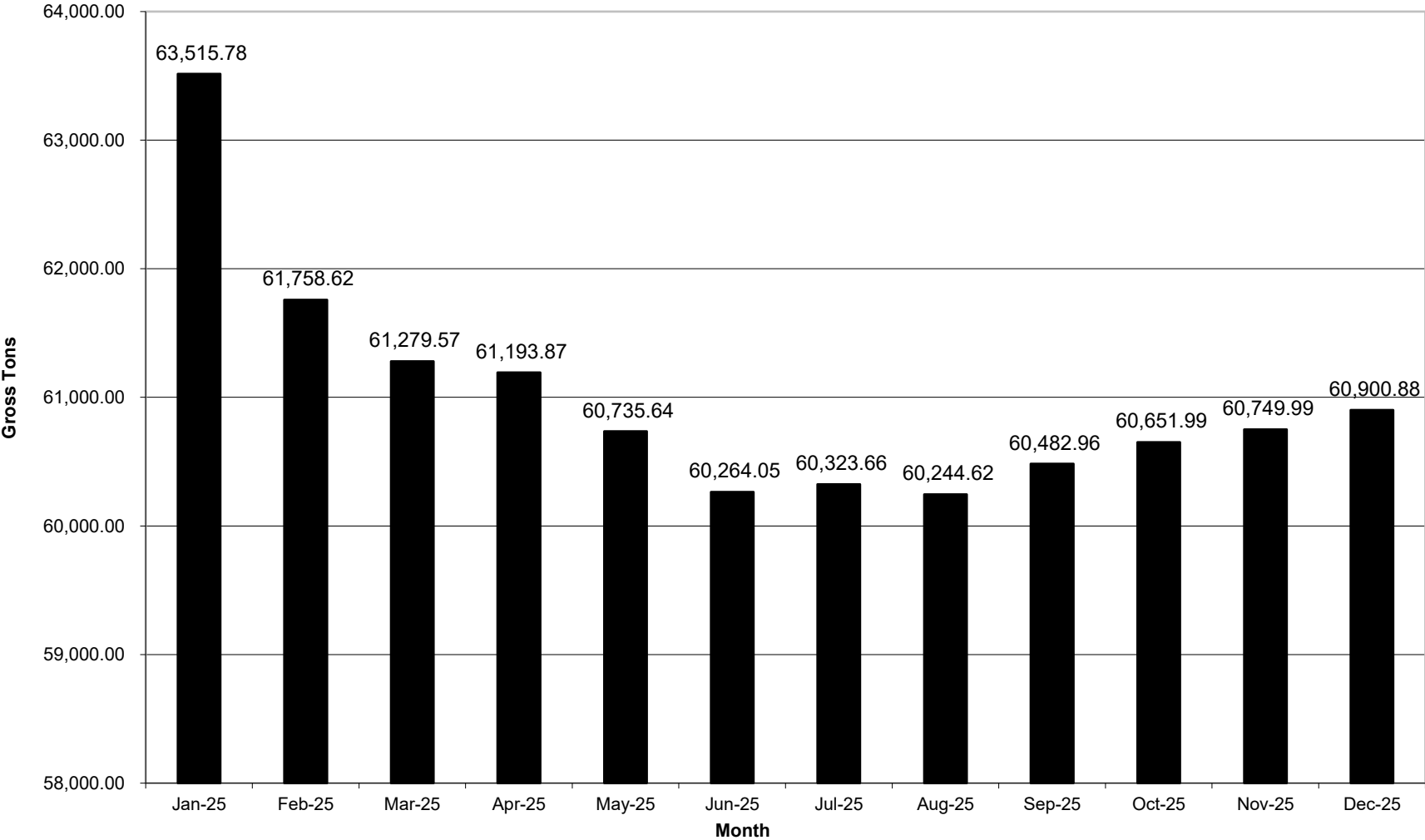
Section 237(d)(4, 5, 6)  
**Number of Bar Crossings, Bay Moves and River Moves**  
 January 1 to December 31, 2025



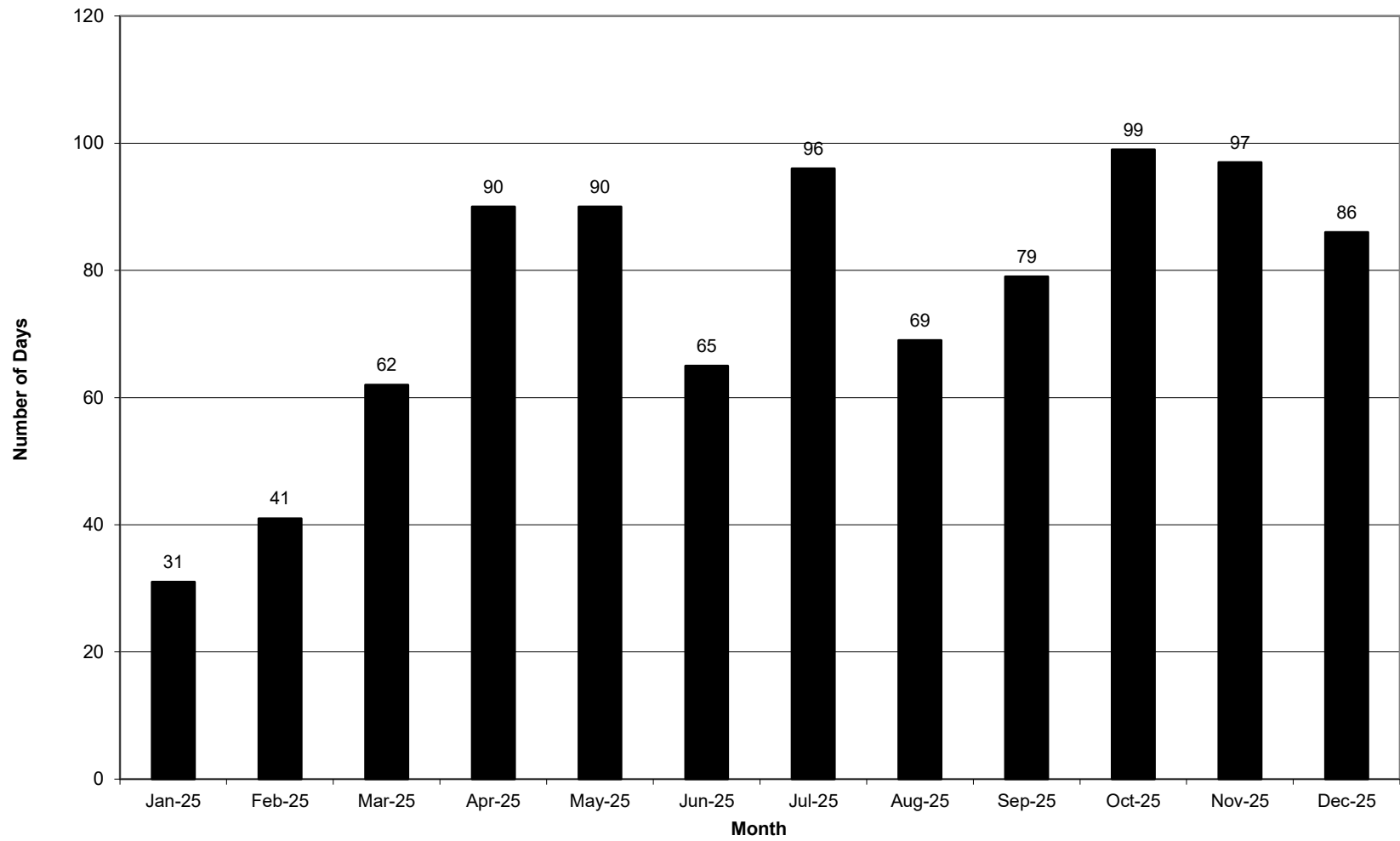
Section 237(d)(7)  
Average Draft of Vessels  
January 1 to December 31, 2025



Section 237(d)(8)  
Average Gross Tonnage  
January 1 to December 31, 2025



Section 237(d)(9)  
Number of Pilot Days Pilots Reported Sick or Injured  
January 1 to December 31, 2025



**Section 237(d)(10)**

**January 1 to June 30, 2025**

**MRP Exceptions**

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

Date	Number of Pilots	Min. Rest (hours)	Assign. That Day	Roster		Number of Pulled Pilots	Number of Pulled Pilots
				Short (60 Auth.)	Total Pilots		
01/14/25	2	10.8	23	8	1	1 Comp	
01/15/25	1	10.5	17	8	4	2 Bus, 1 Comp, 1 OPS	
02/07/25	2	10.0	23	9	2	2 Comp	
02/14/25	2	11.5	15	9	1	1 Comp	
02/17/25	2	10.6	22	9	3	2 Comp, 1 NFFD	
03/04/25	1	10.2	17	9	4	1 Comp, 1 NFFD, 2 Train	
03/10/25	1	10.7	19	9	3	2 Comp, 1 Jury	
03/26/25	2	10.9	26	9	3	2 Comp, 1 NFFD	
03/29/25	2	11.6	18	9	4	1 Bereav, 1 Comp, 2 NFFD	
04/04/25	2	11.4	27	9	2	1 Comp, 1 NFFD	
04/05/25	1	11.0	15	9	3	2 Comp, 1 NFFD	
04/08/25	1	11.2	16	9	2	1 Bus, 1 NFFD	
04/17/25	5	11.0	23	9	4	2 Bus, 1 Comp, 1 NFFD	
04/20/25	2	11.3	22	9	4	3 Comp, 1 NFFD	
04/21/25	3	11.6	19	9	5	1 Bus, 3 Comp, 1 NFFD	
04/22/25	4	11.3	21	9	3	1 Bus, 1 Comp, 1 NFFD	
04/23/25	2	9.6	27	9	3	1 Comp, 1 NFFD, 1 OPS	
04/26/25	1	10.9	14	9	3	2 Comp, 1 NFFD	
04/29/25	1	11.0	17	9	4	1 Bus, 2 Comp, 1 NFFD	
05/01/25	3	10.4	25	9	3	1 Bereav, 1 Bus, 1 Comp	
05/02/25	1	11.6	12	9	3	1 Bereav, 1 Bus, 1 Comp	
05/07/25	2	10.8	19	9	3	1 Bereav, 2 Train	
05/08/25	5	9.8	18	9	4	1 NFFD, 3 Train	
05/09/25	2	11.7	21	9	5	1 Comp, 1 NFFD, 3 Train	
05/13/25	1	11.8	20	9	2	1 Comp, 1 NFFD	
05/22/25	3	11.5	20	8	6	1 Bereav, 2 Comp, 3 NFFD	
05/26/25	2	11.3	19	8	6	1 Bereav, 2 Comp, 3 NFFD	
05/30/25	3	10.3	15	8	3	1 Bus, 2 Comp	
06/06/25	10	10.1	28	8	3	1 Comp, 2 NFFD	
06/07/25	4	11.1	16	8	4	2 Comp, 2 NFFD	
06/19/25	4	10.0	20	8	4	3 Comp, 1 NFFD	
06/26/25	2	11.0	18	8	5	1 Bus, 2 Comp, 2 NFFD	
06/27/25	1	11.9	17	8	4	2 Comp, 2 NFFD	
<b>Total</b>	<b>80</b>						

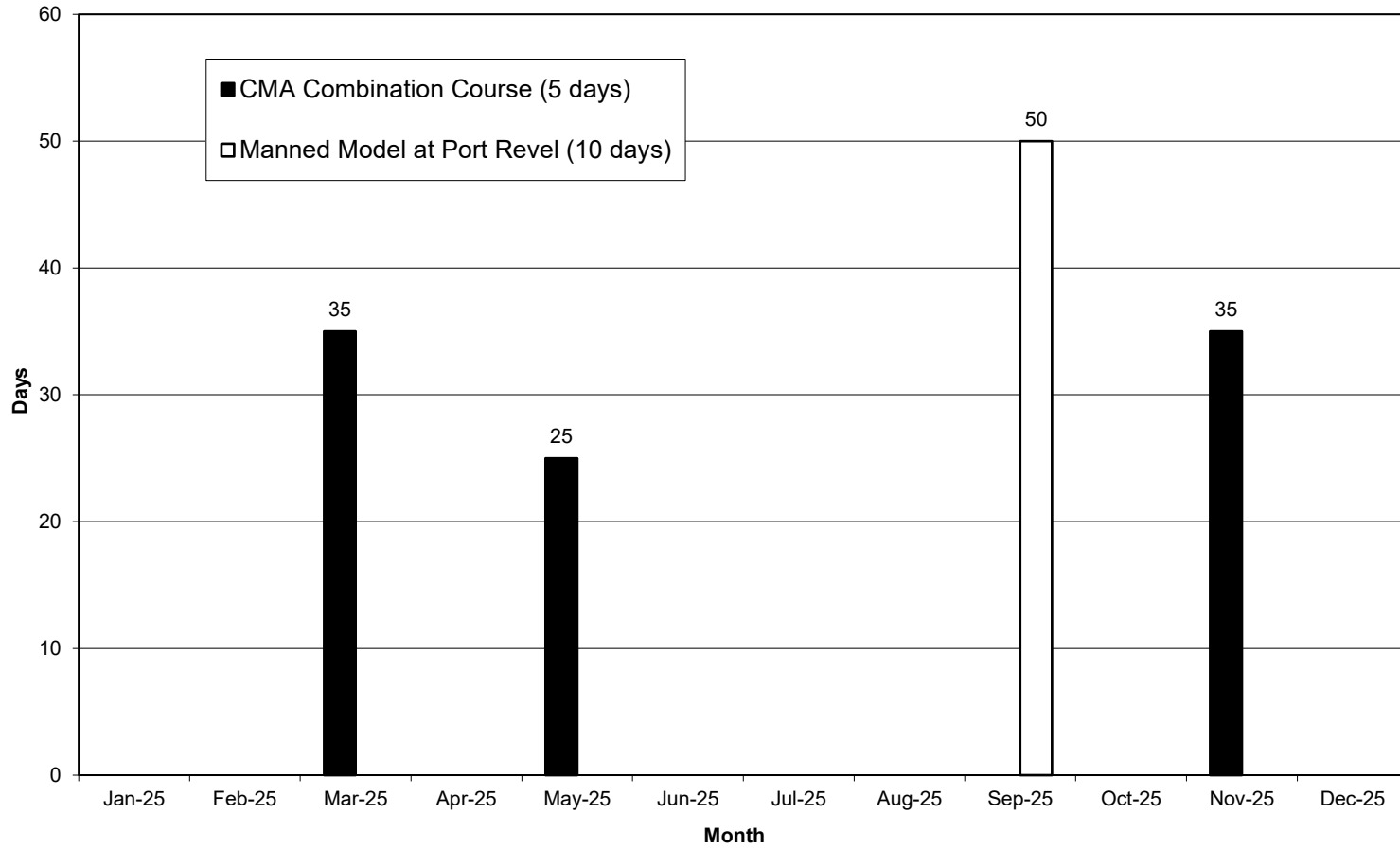
**July 1 to December 31, 2025  
MRP Exceptions**

Date	Number of Pilots	Min. Rest (hours)	Assign. That Day	Roster		Number of Pulled Pilots
				Short (60 Auth.)	Total Pilots Pulled	
07/14/25	1	10.3	20	8	1	1 NFFD
07/18/25	1	11.3	19	8	4	2 Comp, 2 NFFD
07/21/25	1	11.9	18	8	5	2 Comp, 3 NFFD
07/22/25	2	10.3	18	8	6	2 Comp, 1 Jury, 3 NFFD
07/24/25	1	11.3	19	8	5	2 Bus, 2 Comp, 1 NFFD
07/25/25	1	11.9	17	8	4	1 Bus, 2 Comp, 1 NFFD
08/05/25	1	11.0	19	8	4	1 Bus, 1 Comp, 2 NFFD
08/08/25	1	11.8	15	8	2	1 Comp, 1 NFFD
08/11/25	1	10.4	25	8	3	1 Bereave, 1 Comp, 1 NFFD
09/22/25	2	11.0	13	8	5	1 Bus, 1 Comp, 2 NFFD, 1 Pers
09/25/25	1	11.8	18	8	5	1 Bus, 2 Comp, 2 NFFD
09/28/25	9	10.0	21	8	4	2 Comp, 2 NFFD
09/30/25	1	11.6	16	8	3	1 Comp, 2 NFFD
10/21/25	1	11.6	17	8	6	3 Comp, 3 NFFD
10/30/25	2	10.8	18	8	5	3 Comp, 2 NFFD
11/03/25	1	11.7	12	8	6	3 Comp, 2 NFFD, 1 PA Vac
11/15/25	2	10.0	17	8	6	3 Comp, 3 NFFD
11/19/25	2	10.3	17	8	6	3 NFFD, 3 Train

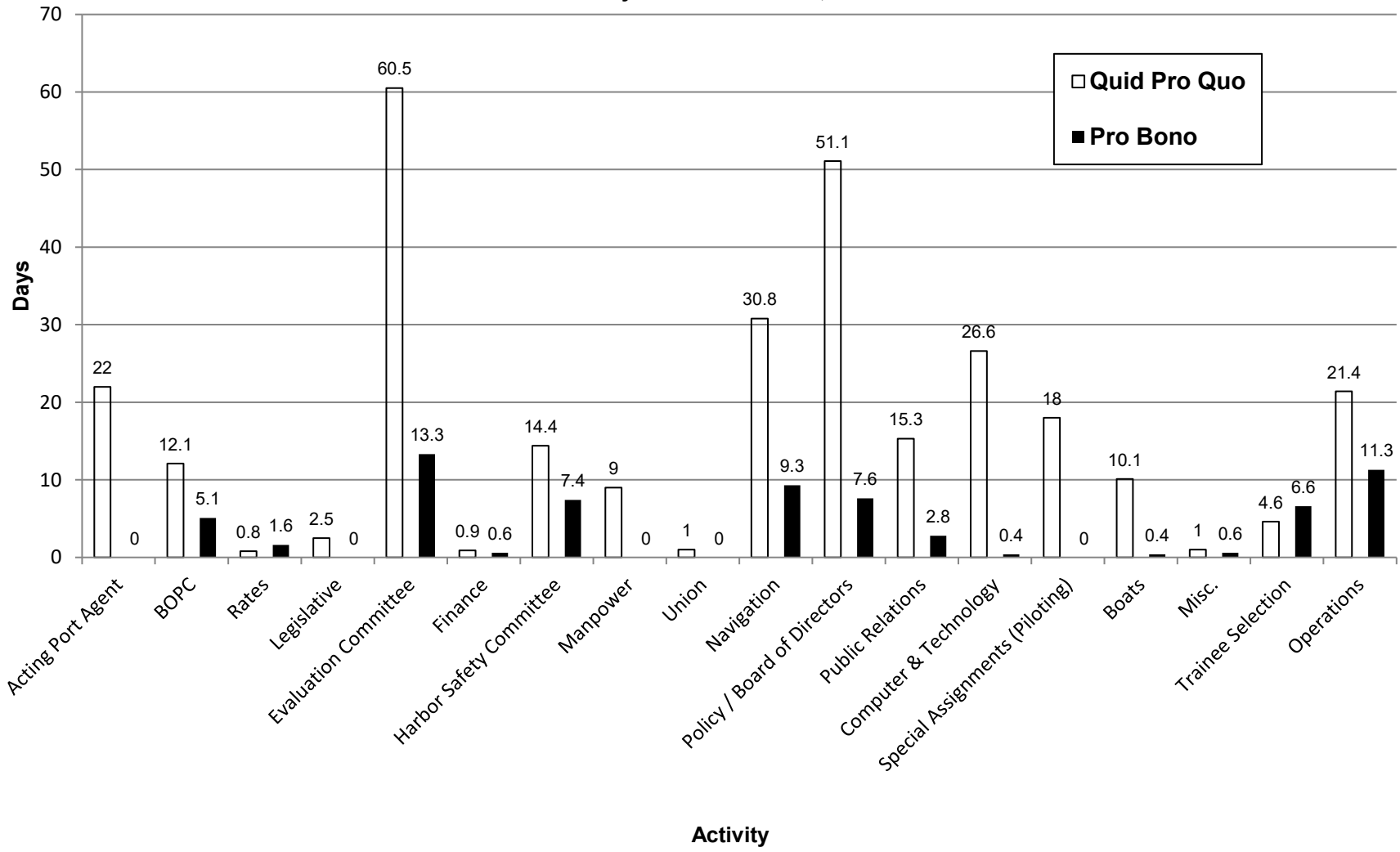
**Total 31**

**2025 Total 111**

Section 237(d)(11)  
**Pilot Days Training**  
January 1 to December 31, 2025



**Section 237(d)(12)**  
**Number of Days (8 hours) Pilots Were Engaged In Administrative Duties**  
**January 1 to December 31, 2025**



**Pilots pulled from the regular rotation for multi-day pilotage**

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

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