

State of California

Board of Pilot Commissioners

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

Minutes of the Meeting of the Board of Pilot Commissioners held on May 28, 2026, 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
San Francisco, California 94111

To participate via telephone please use:

888-808-6929

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SERVING THE PEOPLE OF CALIFORNIA SINCE 1850



**Board of Pilot Commissioners (Board or BOPC)
for the Bays of San Francisco, San Pablo, and Suisun
Board Meeting
Thursday, May 28, 2026, at 9:30 a.m.**

Board Meeting Minutes

ATTENDANCE

Board Members Present (in person and by phone)

Captain William Benedict, Pilot Member

Captain Robert Carr, Pilot Member

Christine Casey, Designee for the Secretary of the California State Transportation Agency (CalSTA)

Joanne Hayes-White, Vice President, Public Member

Captain Lynn Korwatch, Dry Cargo Industry Member

Captain Roy Mathur, Wet Cargo Industry Member

Sam Rodriguez, Public Member

Karen Tynan, President, Public Member

Board Members Absent

None

Board Staff Present (in person and by phone)

Allen Garfinkle, Executive Director

Alethea Wong, Licensing and Training Programs Manager

Greg Shepherd, Records Management and Program Support Coordinator

Mari McNeill, Board 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

Captain Paul Ruff, SFBP (by phone)

Mike Jacob, Pacific Merchant Shipping Association (PMSA) President and General Counsel (by phone)

Kevin Baldwin, SFBP General Counsel (by phone)

OPEN MEETING

1. Call to Order and Roll Call. (President Tynan)

President Tynan called the meeting to order at 9:30 a.m. Board Administrative Coordinator McNeill called the roll and confirmed a quorum.

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

Ms. Cristia-Plant, Captain Ruff, Mr. Jacob, and SFBP Counsel Baldwin noted that they were participating by phone.

3. Review and approval of Board meeting minutes. (President Tynan)

Possible Board action to approve the minutes from the Board meeting held on April 23, 2026.

MOTION: Commissioner Carr moved to approve the draft April 23, 2026, Board meeting minutes. Commissioner Benedict seconded the motion.

VOTE: YES: Benedict, Carr, Hayes-White, Korwatch, Mathur, Rodriguez, and Tynan.
NO: None.
ABSTAIN: None.

ACTION: The motion was approved.

4. President Announcements and Activities. (President Tynan)

President Tynan stated that:

- She appointed members for the Selection Appeal Committee, current members now include Commissioners Carr, Korwatch, and Hayes-White.
- She has not yet appointed members to an Ad Hoc Committee to review the Incident Review (IRC) process.
- Women's golf is highly active in the East Bay in May, including the National Collegiate Athletic Association (NCAA) Women's Golf Championships.

5. Commissioner Announcements and Activities. (Board Members)

Commissioner Hayes-White stated that there will be a Selection Appeal Committee meeting on June 3, 2026, at 1:30 p.m. in person, at the Board office.

- Executive Director Garfinkle stated that the meeting would be open to the public.
- President Tynan encouraged anyone with questions to contact the Board.

Commissioner Carr stated that (on May 18, 2026) the International Maritime Organization (IMO), issued a report on "Best Practices and Resources to support the Recruitment and Retention of Women in the Maritime Industry", and noted that Captain Lillian Gallo is featured on the cover page of the report. He stated that it was nice to see the focus on minimizing the gender gap.

Commissioner Benedict stated that on Tuesday, May 26, 2026, he was one of two pilots that brought in the Motor Vessel (M/V) EAGLE HAMILTON; navigating it under the Union Pacific Railroad Bridge with 73.5 feet on each side and 3.8 feet clearance (air draft) from the bottom of the bridge (to the top of the mast). Due to the tight fit, the SFBP exercised extra caution by assigning a second pilot (slowing to 6.8 knots), which resulted in a successful navigation.

6. Directors' Report. (Executive Director Garfinkle)

A) Correspondence and activities since the Board meeting held on April 23, 2026.

Executive Director Garfinkle reported on the following activities:

- At the close of the exam application period, Board staff received 60 applications. Following that date, two applicants withdrew their applications when they were successful in the Washington State Board exam. Of the remaining 58 applications, 14 were deemed to be non-qualifying for various reasons (which, if appealed, will be reviewed by the Selection Appeal Committee on June 3, 2026).

Regarding diversity:

- Three applicants were women,
- Self-Identified minority applicants included:
 - Asian (5),
 - Hispanic or Latino (4),
 - Native American (1), and
 - African American (1).
- Domicile region listed:
 - Most listed California as their domicile (25), but
 - One-quarter listed Washington State (14),
 - Texas (4), and
 - 12 from east of the Mississippi River (various states).
- Processing this many applications, on top of the regular Board staff workload, is challenging. Executive Director Garfinkle thanked Board Staff, particularly Licensing and Training Programs Manager Wong and Board Administrative Coordinator McNeill, who worked diligently to process each application, enter the data into the Board's tracking spreadsheet, and scan each set of documents.
- On April 28, 2026, former Board President Mike Miller forwarded an article from the San Francisco Chronicle that highlighted a recent report from the Golden Gate Bridge District, which found that the bridge is well-engineered and capable of withstanding worst-case scenarios. A copy of the Chronicle article has been included in the Board meeting documents.
- On May 14, 2026, Executive Director Garfinkle attended the Harbor Safety Committee (HSC) meeting, where they received the United State Coast Guard (USCG) Significant Port Safety and Security Cases report for April 2026. There were two loss of propulsion events, one on a container ship bound for Oakland and another on a bulk vessel bound for Redwood City. Also discussed at this meeting was the proposed closure of the Gashouse Cove Fuel Dock. Presented under Agenda Item 17 are documents provided to HSC for the Board's consideration.

B) Report on pilot licensing matters since the Board meeting held on April 23, 2026.

Executive Director Garfinkle reported that since the April 2026 Board meeting, the Board issued license renewals to the following Board licensees: Captains Barron, Billingsley, Corbett, D'Aloisio, Deisher, McCloy, Murray, Ridens, Sappington, and Wehr.

C) Report on Board surcharges.

Executive Director Garfinkle reported:

- The following two reports have been provided by SFBP (agenda item 6C):
 - The Cash Report: showing the amount SFBP received from shipping companies.
 - The Billing Report: showing the amount shipping companies were invoiced.

(These reports inform the Board of funds collected by SFBP on behalf of the Board and how much money remains outstanding to SFBP from shipping companies.)

- **Billed Amount:**

For April 2026, the billed amount was \$913,804. This amount was comprised of the following surcharge amounts:

- Board Operations Surcharge: \$250,431
- Pilot Training Surcharge: \$32,950
- Trainee Training Surcharge: \$49,425
- Pilot Boat Surcharge: \$580,998

- **Cash Collected:**

For April 2026, the cash collected and paid to the Board was \$770,181. This amount was comprised of the following surcharge amounts:

- Board Operations Surcharge: \$206,302
- Pilot Training Surcharge: \$24,155
- Trainee Training Surcharge: \$33,015
- Pilot Boat Surcharge: \$506,709

- **Variance:**

For April 2026, the variance between the billed amount and the cash collected was \$143,623 (billing was higher than cash received). A variance between these two amounts is not unusual and is largely determined by the speed with which shipping companies' accounts payable departments pay invoices.

D) Report of the Pension Fiduciary.

Executive Director Garfinkle reported:

- For April 2026, the net difference between the amount SFBP collected and the amount paid to plan participants was \$216,939, meaning that the amount disbursed to pensioners was higher than cash received. The variance between pension amounts was comprised of the following amounts:
 - Cash Collected: \$1,143,469
 - Disbursed Amount: \$1,360,408
 - Difference (Cash minus the disbursement amount): \$216,939
- Monthly pension plan summary:
 - Surcharge Rate for the Quarter: 0.04683/gross registered ton
 - Rolling Look Back Period: January 2025 through December 2025

- Monthly Tonnage for the Month: 29,049,916
- Surcharge Billing Total: \$1,360,408
- Administrative Costs for the Month: \$3,170
- Amount Distributed to Pension Beneficiaries: \$1,357,238
- Total Monthly Target Rates: \$1,274,517
- Amount Over/(Under) Target: \$85,890
- As of April 30, 2026, there were 85 pensioners.
- The last Cost of Living Adjustment (COLA) increase to the pension was on April 1, 2026.

E) Report on legislative activities and contractual matters.

Legislative Activities

Executive Director Garfinkle (for Assistant Director Millspaugh) reported that:

- Board staff are monitoring Assembly Bill (AB) 2788, the transportation omnibus bill which clarifies that the Bays of San Francisco, San Pablo, and Suisun includes the Ports of Sacramento and Stockton, and that the trip insurance/indemnity provision applies to any portion of a vessel transit that occurs within the waters of the Ports of Sacramento and Stockton. The bill passed out of the Appropriations Committee and was ordered to a third reading.
- The Governor's FY 2026/27 Budget Revision has been released, including Budget Change Proposals requesting increased budget authority for the Board to address higher Operations costs (contracts, salaries, facilities, and Information Technology Modernization Project (ITMP)) and Training costs related to pilot trainee stipends and trainee program expenditures.

Contractual Matters

Executive Director Garfinkle (for Assistant Director Millspaugh) reported the following regarding contractual matters:

- **Trainee Selection Exam Evaluator Agreements**

Board staff are currently working with California Highway Patrol (CHP) staff to develop two separate agreements with two individuals to provide evaluator services in support of the simulator portion of the Trainee Training Program Exam.

- **Marine Investigator Services – Invitations for Bids (IFB) (Contract # 25M900008)**

The Board received two responses for the IFB for investigative services, and both were found to be responsive. One agreement, with Marine Group Global Services, has been completed and approved by all parties, including DGS. CHP continues to process the second agreement which, once approved by both parties, will go to the Department of General Services (DGS) for approval.

- **State Controller's Office (SCO) (Contract # 25M900000)**

CHP continues to process a new agreement with SCO for payment toward expedited warrant services (to allow the Board to continue requesting expedited warrants).

- **Request for Proposal (RFP) for the Information Technology Modernization Project (ITMP) Information Technology (IT) Solution (Contract # 25M900005)**

The RFP for the Board's IT Modernization Project was released February 6, 2026. Phase 1 responses have been evaluated, and qualifying bidders have been invited to

submit Phase 2 bids, due June 15, 2026. Following evaluation and demonstrations, contract execution is anticipated by September 2026.

- **Pilot Continuing Education Non-Competitive Bid (NCB) Contract – Artelia (Contract # To Be Determined)**

The current Artelia agreement, for Pilot Continuing Education services, expires June 30, 2027. Given that developing a new agreement for Pilot Continuing Education services is anticipated to require 12–18 months, the Continuing Education Committee will convene in June 2026 to review training requirements. The resulting scope of work will inform a Request for Information to assess available providers and determine the most appropriate contracting method (Request for Proposal or Single Source/NCB contract).

In response to a question from Commissioner Carr, regarding Marine Group Global Services, Executive Director Garfinkle stated that this would be the first time working with an investigator services group, but the principal investigator working with them is John Betz, a Los Angeles Pilot, and a licensed attorney. While they are located in the Bay Area, their bid was responsive, and Board staff are also working towards a contract with Michael O’Callaghan, who is locally based.

In response to questions from Commissioners Korwatch and Hayes-White, Executive Director Garfinkle stated that:

- Board staff received only two responses to the job posting for the investigator position.
- For phase two of the RFP for the ITMP solution, there were four bidders and three were deemed qualified. Phase two requires bidders to demonstrate how they intend to provide a business solution.

In response to a question from President Tynan, regarding trainee training exam applicants, Executive Director Garfinkle stated that there were 60 applicants, which is consistent with or a little higher than past years.

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

A) Monthly report on San Francisco Bar Pilots’ (SFBP) Port Agent updates, including: a list of pilots who have been Absent for Medical Reasons (AFMR) and any Minimum Rest Period (MRP) exceptions, SFBP Fatigue Risk Mitigation Report, SFBP Pilot Boat Report, and vessel moves.

Port Agent Carlier reported that, as of May 28, 2026:

- **Absent for Medical Reasons (AFMR)**

The following pilots were AFMR, and their initial absence dates were:

- Captain Slack since March 4, 2026.

- **Recommended Minimum Rest Period (MRP) Exceptions**

The SFBP continuously monitors the dispatch list for possible 12-hour 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**

- There are currently 53 licensees on the SFBP roster.
- Work periods over 12 hours: 20 occurrences, 1 exceeded 14 hours.
- Night work periods over 10 hours without rest opportunity: 1 occurrence.
- Night-time hours over 18 hours in a 72-hour period: None.
- Rest periods of less than 12 hours (MRPs): 17 occurrences. The minimum rest period was 10 hours.

B) Monthly report on SFBP ship piloting business activity.

Port Agent Carlier reported that, as of April 23, 2026:

- The status of each of the SFBP-owned pilot boats was reported as:
 - Pilot Vessel (P/V) CALIFORNIA, DRAKE, GOLDEN GATE, and PITTSBURG: Operations normal.
 - P/V SAN FRANCISCO: The vessel returned from the shipyard May 14, 2026; and is expected to be back in service on June 25, 2026.
- Billed vessel moves, for April 2026, were as follows:
 - Bar Crossings: 512
 - Bay Moves: 115
 - River Moves: 57
 - Total Moves: 684
- Total Gross Registered Tonnage (GRT): 29 million.
- When comparing the same period in 2025, total moves were down 3.8% and GRT was down 0.4%.

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 confidential contents of the Port Agent's report and other relevant confidential medical information, as authorized by Harbors and Navigation Code (HNC) section 1157.1.

None.

In response to a question from Commissioner Korwatch, regarding why the total moves were noted as down 3.8% when 684 moves took place in April, which is higher than any given month in the last two years, Port Agent Carlier explained that the percentage change refers to the number of moves in the same period in 2025 compared to 2026 (January through April of 2025 compared to January through April of 2026). The percentage change referred to in his report is not a month-over-month comparison.

In response to a question from Executive Director Garfinkle, regarding the work still needed for the P/V SAN FRANCISCO, Port Agent Carlier stated that the shipyard had the P/V SAN FRANCISCO for five months, but more work will continue dockside, and it is anticipated to be completed by June 12, 2026.

8. Pilot Evaluation Committee. (Committee Chair Ruff)

A) Report on the Pilot Evaluation Committee (PEC) meeting held on May 20, 2026.

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

Agenda Item A:

The PEC met on Wednesday, May 20, 2026, at 7:30 a.m. The members present were Captains Wehr, Stultz, Bridgman, and Ruff. From 7:30 a.m. to 8:00 a.m., Executive Director Garfinkle joined the PEC in the open session.

During the open session, the PEC discussed the number of exam candidates so far (60) and the simulator and written test progress. The open session was completed at 8:00 a.m. and then the PEC moved into the small conference room for the closed session.

The report out of closed session is as follows:

- There are three active trainees: Captains Johnson, Thinger, and Roberts. Their training time in the program ranges from nine months to 28 months.
- They are observing, part handling, and handling ships under direct supervision of a licensed SFBP pilot.
- Captains Johnson and Thinger have completed all testing for First-Class Pilotage (FCP) and continue learning the fine art of piloting.
- Captain Johnson is improving his pilotage skills.
- Captain Thinger successfully completed his second month in the Evaluation phase of the training program and, if all goes well, he could be licensed next month. (This is "finishing school" and is a minimum of three months while maintaining a 4.0 grade point average or higher.)
- Captain Roberts is continuing his FCP testing at the United States Coast Guard (USCG) Regional Exam Center (REC) now that funding has been found for the REC. He is also keeping his job average up.
- In individual closed sessions with the trainees, trainees discussed issues and difficulties encountered, and the Committee came up with strategies to help with their training.

The next PEC meeting is scheduled for June 17, 2026, at 7:30 a.m. in this office.

The May 20, 2026 PEC meeting was adjourned at 10:30 a.m.

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

The Board may go into closed session to discuss any confidential portions of the Committee Chair's report and/or other relevant confidential personal information of a pilot or trainee, as authorized by HNC section 1157.1.

None.

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 or trainees who has/have completed the Pilot Trainee Training Program.

None.

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

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

None.

- E) Possible PEC recommendation regarding amendments to the text of California Code of Regulations (CCR) section 214 to extend the pilot trainee probation period beyond one year, by a set period, and related revisions.**

Possible Board action on the PEC's recommendation to the Board to amend CCR § 214 to extend the pilot trainee probation period beyond one year, by a set period, and related revisions.

None.

9. Reported Safety Standard Violations. (Executive Director Garfinkle)

(Reported safety standard violations occurring up to the start of the meeting will be included.)

None.

10. Reported Piloting Events from the Incident Review Committee (IRC). (Executive Director Garfinkle / Vice President Hayes-White)

(Reportable piloting events occurring up to the start of the meeting will be included.)

None.

11. Finance Committee Report. (Commissioner Rodriguez)

A) Report on the Finance Committee meeting held on May 19, 2026. (Commissioner Rodriguez).

Commissioner Rodriguez stated that the Finance Committee met on May 19, 2026 and noted that Captain McIntyre and Mr. Jacob were in attendance.

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

- a. To adjust or not adjust the Board Operations Surcharge rate (currently at 6.50% of all pilotage fees).**

Possible Board action to adjust the Board Operations Surcharge rate.

No action.

- b. To adjust or not adjust the Pilot Trainee Training Surcharge rate (currently at \$25/trainee/move).**

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

Commissioner Rodriguez stated that the Finance Committee recommended the Pilot Trainee Training Surcharge rate be adjusted from \$25 to \$30/trainee/move.

Executive Director Garfinkle stated that the Pilot Trainee Training Surcharge rate is based off the number of trainees in the training program. If there are two trainees then every move would be the surcharge rate multiplied by that amount, regardless of if there

are trainees on the vessel, and at some point, it is possible that there will be no trainees in the program at which point no revenue will be generated by this surcharge.

MOTION: Commissioner Benedict moved to increase the Trainee Training Surcharge rate from \$25 to \$30 per trainee per move, effective July 1, 2026. Commissioner Korwatch seconded the motion.

VOTE: YES: Benedict, Carr, Hayes-White, Korwatch, Mathur, Rodriguez, and Tynan.
NO: None.
ABSTAIN: None.

ACTION: The motion was approved.

- c. **To adjust or not adjust the Pilot Continuing Education Surcharge rate (currently at \$50 per move).**

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

No action.

- d. **To adjust or not adjust the Pilot Boat Surcharge rate (currently at \$0.020 per gross registered ton).**

Possible Board action to adjust the Pilot Boat Surcharge rate.

No action.

12. Review and discussion of San Francisco Bar Pilots (SFBP) and San Francisco Bar Pilots Benevolent and Protective Association (SFBP B&P) Consolidated Financial Statements for the years ended December 31, 2025, and 2024. (Captain Anne McIntyre, SFBP)

Captain McIntyre stated that the SFBP reviewed the consolidated financial statement report at the Finance Committee meeting on May 19, 2026. The report is 35 pages long and included in the meeting documents. Captain McIntyre recommended everyone review it, because it provides a detailed outline of SFBP's finances and business. Some details included in the report were: surcharge information and audits, with the hope that these will assist with responding to the SCO surcharge audits, 2024-2025 comparison (years were generally similar), pilot fees (down 3% in 2025), total revenue, operation expenses (increased 6%), and loan on pilot vessel build (average increase from \$506,000 to \$592,000, consistent with a three-year average).

President Tynan stated that the report was quite robust and detailed.

13. Update and discussion on the status of revisions to:

A) Section 236 of Title 7, California Code of Regulations (CCR). (Executive Director Garfinkle)

Executive Director Garfinkle stated that the resubmitted 7 CCR Section 236 revisions were still with the Office of Administrative Law (OAL) and he hoped to hear from them soon.

B) Section 214 of Title 7, California Code of Regulations. (Executive Director Garfinkle)

Executive Director Garfinkle stated that the revisions to 7 CCR Section 214 (trainee section) have not moved forward. It is anticipated that the revisions will be ready to submit to OAL soon.

Board Counsel Tuck noted that there were other instances of gendered language in the regulation that should be changed to make the language consistent. Board Counsel Tuck suggested that the Board should change the whole section instead of just the paragraph previously discussed and would like to bring it to the Board again in June 2026, as an actual agenda item.

Executive Director Garfinkle stated that he agreed with Board Counsel Tuck, and since there is no rush on this revision, it would be best to get it right the first time.

**14. Status report on the Board's Information Technology Modernization Project (ITMP).
(Executive Director Garfinkle)**

Executive Director Garfinkle stated that this project's status was covered in the contracts report earlier in the meeting.

**15. Joint Pilot Boat Advisory Committee and the Finance Committee (Commissioner Carr)
Discussion of possible Joint Committee recommendation to the Board regarding SFBP's
report on the Pilot Vessel (P/V) San Francisco shipyard period and possible SFBP
recovery of expenses utilizing Pilot Boat Program funds.**

**Possible Board action to approve reimbursement of P/V San Francisco shipyard
expenses.**

Commissioner Carr stated that there was one outstanding recommendation to report regarding SFBP.

Captain McIntyre requested the Board defer the discussion for agenda item 15 until the next Board meeting (in June 2026) because the SFBP still hasn't had final accounting on the work done and there's been significant investment on this boat (over five million dollars), and due to the California Air Resources Board's (CARB)'s regulations the boat has little resale value (in California), and she wanted to ensure the Board is aware of the impact from the CARB regulations.

**16. Discussion regarding potential changes to HNC section 1198, regarding indemnification
of pilots and pilot trainees, and related aspects of Oregon's and Washington's pilot
training programs. (Board Counsel Tuck)**

**Possible Board action regarding potential changes to HNC section 1198, referral to
committee, or related action.**

Board Counsel Tuck stated that the Board was looking at adding trainees to HNC section 1198 and some industry representatives raised questions. The Board documents included a proposed regulation, but it may be beneficial to look at what Oregon and Washington do to handle liability and trainees first; so, he asked if the Board wanted to approve the revision or wait to provide the Board the opportunity to review the revisions in more detail and revise as needed. He mentioned that the trainee contract (bottom of page 6) required trainees to indemnify the Board; and the Board automatically enrolls all trainees for workers compensation, but that is the only insurance provided by the Board.

Mr. Jacob stated that it would be worthwhile to have a walkthrough of the revisions because indemnification can have unintended impacts and it would be good to have a committee conversation about worst case scenarios and engage in some brainstorming.

Captain McIntyre agreed with Mr. Jacob's suggestion, stating it would be a good idea to have a meeting to play out scenarios. She also stated that the current language regarding indemnification in the trainee contract is problematic, and she personally wouldn't sign it if she had to put all her assets on the line to join the program.

Board Counsel Tuck and Executive Director Garfinkle stated that the contract could be adjusted at will and did not need to go through any Board or DGS approvals. They agreed to discussing and updating the contract, where appropriate.

MOTION: Commissioner Carr moved to have the Rules and Regulations Committee review the proposed revised language for HNC 1198 (indemnification of pilots and trainees).
Commissioner Hayes-White seconded the motion.

VOTE: YES: Benedict, Carr, Hayes-White, Korwatch, Mathur, Rodriguez, and Tynan.
NO: None.

ABSTAIN: None.

ACTION: The motion was approved.

Captain McIntyre stated that ships can indemnify the pilots or opt to buy \$36 million in insurance coverage before the ship leaves the dock (like COSCO BUSAN did after their incident) but this amount is low and may not fully cover the costs incurred in a catastrophic incident, so the Board may want to investigate raising this amount in the future.

Commissioner Carr requested an agenda item be added to the next Board meeting to investigate increasing the indemnification insurance amount.

Recess began at 10:45 a.m.

Meeting resumed at 10:57 a.m.

17. Discussion regarding the planned removal of Gashouse Cove (San Francisco) fuel dock. (Executive Director Garfinkle / Captain Anne McIntyre, SFBP)

Possible Board action to draft a letter regarding planned removal of Gashouse Cove fuel dock, or other related action.

Executive Director Garfinkle reported that, at the Harbor Safety Committee (HSC) meeting, he learned that the San Francisco Recreation and Park Commission (Commission) plans to close the Gashouse Cove fuel dock as part of the East Basin refurbishment project. This dock serves as a critical fuel access point for SFBP, the California Governor's Office of Emergency Services (CalOES), the San Francisco Police Department, the U.S. Coast Guard, and other government agencies supporting search and rescue operations, including the receipt of those injured on the waters of the Bay. Should the dock close, the nearest alternative fuel access would be located in Sausalito or Emeryville. Relevant to the business operations of the SFBP, the run boat Golden Gate fuels there regularly and the nearest alternative is Emeryville.

Attendees discussed the possible closure and actions to keep it open. Committee members agreed it would be best for the Board and SFBP to send separate letters to address their concerns to the Governor's office. Discussion points included:

- Executive Director Garfinkle stated that:
 - The Board documents included a map that showed closed fueling docks (indicated with a red x) and existing fueling stations (indicated in green).
 - The fuel dock owner is in favor of taking action and there will be a vote at the next HSC meeting to approve a letter.

- If the Board submitted a letter without stakeholders involved (in addition to SFBP submitting a separate letter), it would be more impactful.
- Captain McIntyre stated that:
 - The SFBP uses the Gashouse Cove fuel dock regularly. The SFBP is very concerned with the lack of fueling options available because they are probably the fuel dock's biggest customer and are frequently refueling there. Alternative options include:
 - Fuel trucks: Although a fuel truck comes once a week, this is not feasible as a daily service.
 - Fueling at the next closest fueling station in Emeryville would be difficult due to timing and distance.
 - Jack London Square does not have reliable fuel source.
 - Port of San Francisco: SFBP has had discussions regarding where the fishermen fuel, but they haven't identified a source yet.
 - There have been public comment opportunities, but:
 - The SFBP was not aware of them because the SFBP did not know they needed to monitor Commission activities and the notice of public comment was not posted in the domain of those who use the fuel dock.
 - The Commission did not engage with stakeholders for any part of this process.
 - The Commission released a broad plan that included many pictures but did not include specific details. There is not a lot of public information available, and it was not clear whether the closure is planned to be temporary (while upgrades are implemented) or permanent.
 - The Commission reports to the San Francisco mayor's office so SFBP intends to send a letter to the mayor's office and would appreciate any support the Board can provide. The SFBP has not drafted a letter yet due to the confusion around what is planned.
- Commissioner Hayes-White suggested sending a letter to the General Manager of the San Francisco Parks and Recreation Department (Sarah Madland) and the Mayor's Office.
- CalSTA Ex-Officio Member Casey stated that if the Board does write a letter, it should include that the San Francisco Recreation and Park Commission should consider and address:
 - Potential collateral damage,
 - Fueling needs for emergency response,
 - How their plan fits in with the PG&E remediation plan,
 - How their plan will impact the sea floor,
 - The current need and want for the fuel dock.
- Commissioner Hayes-white and President Tynan stated that it would be appropriate for the Board to draft a letter voicing the Board's concerns (with all the Commissioners' names listed).
- Commissioner Carr stated that if California is looking to limit fuel consumption, this dock should remain open because pilot vessels (and other vessels) would have to spend more fuel to go in the opposite direction to get to the next fuel station.
- President Tynan stated, in response to Executive Director Garfinkle's suggestion of the

Board submitting a separate letter, in addition to the letter the SFBP submits, that the Board's letter should come from a public safety perspective, while the SFBP's letter would come from a customer's perspective.

MOTION: Commissioner Korwatch moved to approve a letter to the relevant government organizations regarding the removal of Gashouse Cove fuel dock. Commissioner Hayes-White seconded the motion.

VOTE: YES: Benedict, Carr, Hayes-White, Korwatch, Mathur, Rodriguez, and Tynan.
NO: None.
ABSTAIN: None.

ACTION: The motion was approved.

18. 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 build. (Mike Jacob, Pacific Merchant Shipping Association (PMSA) / Captain Anne McIntyre, SFBP)

Captain McIntyre stated that Port Agent Carlier reported the shipping activity numbers under agenda item 7. She said that:

- April 2026 was a good month for cruise ships.
- The station boat program was still in the process of reviewing the final language of the construction and finance agreements. SFBP hopes to begin construction by the end of June 2026. Cost estimates increased \$200,000 due to increased material and fuel costs.
- Pilot boats continue to operate under CARB extensions, but the extensions expire at the end of the year, so SFBP is working with CARB on additional extensions. If the additional extensions are not approved, SFBP would not be able to meet statutory pilotage obligations. The first station boat being built has enough funding, but the schedule of the next two builds will be impacted by the rate that pilot vessel surcharge funds accumulate. It will take longer to build the boats sequentially than current CARB regulations allow.
- SFBP is in the process of negotiating a new lease for the Pilot Station at Pier 9 with the Port of San Francisco. Their current lease expires in December 2026. SFBP is working to include facility repairs/improvements (for example: electrical work to berth new station boats) and has engaged real-estate professionals to assist. SFBP recognizes that the lease is a significant cost and wants to ensure it is done right.
- The Bay Area Toll Authority (BATA) released engineering studies regarding the Bay Area Bridges but there have been inaccuracies presented in its public outreach. For example, Ultra Large Crude Carriers (ULCCs) do not pass through the Richmond San Rafael Bridge. No safety issues were found, but not all the bridges meet current engineering standards. SFBP and PMSA are concerned about the lack of stakeholder outreach and are working with various agencies to ensure they have correct information.

Commissioner Carr agreed with Captain McIntyre that it was frustrating that the primary stakeholders were not being involved in producing reports, even though they are subject matter experts.

Captain McIntyre stated that there has been a disconnect with the HSC because those conducting the studies had been advised by the HSC that the HSC were the industry representatives. Once informed, they were receptive.

CalSTA Ex-Officio Member Casey stated that some of this stemmed from the Dali incident, but it is complicated because the various bridges are under different agencies, which creates a very complex regulatory landscape.

Captain McIntyre stated that she just wanted to make sure that those conducting the studies consulted the appropriate subject matter experts. She also said that SFBP and PMSA disagree with the methodology and outcomes of the PAWSA study (a precursor to the BATA study). The SFBP's mission is to ensure ships are navigated safely and the parties remain available to provide our expertise to any agencies

19. Update and discussion regarding the status of 2026 Pilot Trainee Program Exam. (Commissioner Carr and Executive Director Garfinkle)

Executive Director Garfinkle reported the number of exam applicants and details regarding the written portion of the exam. The knowledge portion of the exam, previously referred to as the written portion, will take place online on July 20, 2026. The simulation portion of the exam will take place August 11-14, 2026. There will be a lot of activity designing and perfecting the simulator portion, including spending a week at Cal Poly Maritime Academy testing the simulation.

Commissioner Carr stated that the beta testing for the simulation is coming up in a couple of weeks. It is currently being worked on by the subject matter experts, and Dainis & Company (Dainis). He stated that he was really impressed with the Dainis team. Commissioner Carr reported he sat with them for several days last month and went through question development and said he was happy with the results.

Executive Director Garfinkle stated that an applicant handbook is available online and a thorough blueprint of the areas of study from which the exam challenges will be drawn.

Agenda items 21-22 were discussed prior to agenda item 20.

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

None.

22. Comments by public and Board Members on matters not on the agenda.

Commissioner Benedict stated that he wanted to recognize the retirements of:

- Captain Weiss, who had 30 years of service, and
- Captain Ridens, who had approximately 20 years of service.

Commissioner Benedict stated that he appreciated both of their service.

President Tynan stated that she also recognized their service, commitment, and what they've done for the Bay.

Closed session began at 11:35 a.m.

Closed session ended at 11:42 a.m.

Open session resumed at 11:43 a.m.

20. Closed session for the Board to confer with legal counsel regarding potential significant exposure to litigation against the Board involving a former licensee. (Board Counsel Tuck)

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

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

Agenda items 21-22 were repeated after agenda item 20.

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

None.

22. Comments by public and Board Members on matters not on the agenda.

None.

23. Adjournment.

President Tynan adjourned the meeting at 11:43 a.m.

Submitted by:



Allen Garfinkle
Executive Director

ACRONYM INDEX

Acronyms / Abbreviations	Definition
AFMR	Absent For Medical Reasons
AB	Assembly Bill
BATA	The Bay Area Toll Authority
BOPC/Board	Board of Pilot Commissioners
CAIOES	California Governor's Office of Emergency Services
Cal Poly	The California Polytechnic State University
CalSTA	The California State Transportation Agency
CARB	The California Air Resources Board
CCR	California Code of Regulations
CHP	The California Highway Patrol
CMA	The California State University Maritime Academy / California Maritime Academy / Cal Maritime
COLA	Cost of Living Adjustment
Dainis	Dainis & Company, Incorporated (Psychometrician company)
DGS	The Department of General Services
FCP	First-Class Pilotage (test)
GRT	Gross Registered Tons
HNC	Harbors and Navigation Code
HSC	Harbor Safety Committee
IFB	Invitation for Bids
IMO	International Maritime Organization
IRC	Incident Review Committee
IT	Information Technology
ITMP	Information Technology Modernization Project
MCP	Maritime Consulting Partners
MRP	Minimum Rest Period (12 hours)
M/V	Motor Vessel
NCAA	National Collegiate Athletic Association
NCB	Non-Competitive Bid
NTSB	National Transportation Safety Board
OAL	The Office of Administrative Law
PEC	Pilot Evaluation Committee
PMSA	The Pacific Merchant Shipping Association
P/V	Passenger Vessel / Pilot Vessel
REC	Regional Exam Center
RFP	Request for Proposal
SCO	The State Controller's Office
SFBP	San Francisco Bar Pilots
SFBP B&P	San Francisco Bar Pilots Benevolent and Protective Association
ULCCs	Ultra Large Crude Carriers
USCG	United States Coast Guard

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

