

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 July 23, 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:

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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, July 23, 2026, at 9:30 a.m.**

Board Meeting Minutes - REVISED

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)
Captain Lynn Korwatch, Dry Cargo Industry Member
Captain Roy Mathur, Wet Cargo Industry Member
Sam Rodriguez, Public Member
Joanne Hayes-White, Vice President, Public Member

Board Members Absent

Karen Tynan, President, Public 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 Ayala, Board Administrative Coordinator
Patrick Tuck, Board Counsel

Identified Public Present (in person and by phone)

Captain John Carlier, San Francisco Bar Pilots (SFBP) President and Port Agent
Jen Cohen, Pacific Merchant Shipping Association (PMSA)
Captain Anne McIntyre, SFBP Business Director
Captain Paul Ruff, SFBP
Kevin Baldwin, SFBP General Counsel
Rex Clack, Esq., Rex M Clack (RMC) Law
Maximo Argo, Simpson Gumpertz & Heger (SGH)
Gayle Johnson, SGH
Chris Cavalli, Marsh Insurance

OPEN MEETING

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

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

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

None.

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

Possible Board action to approve the minutes of the Board meeting held on June 25, 2026.

MOTION: Commissioner Korwatch moved to approve the draft June 25, 2026, Board meeting minutes. Commissioner Rodriguez seconded the motion.

VOTE: YES: Benedict, Carr, Korwatch, Mathur, Rodriguez, and Hayes-White.

NO: None.

ABSTAIN: None.

ACTION: The motion was approved.

4. President Announcements and Activities. (President Tynan)

None.

5. Commissioner Announcements and Activities. (Board Members)

Commissioner Korwatch stated that a photo of Captain McIntyre was featured in Diablo magazine and showed a copy of the magazine to the Board.

Commissioner Benedict stated that:

- Captain McIntyre will also be throwing the first pitch for the San Francisco Giants, representing the California Polytechnic State University (Cal Poly) Maritime, at the ballgame on July 24, 2026.
- He attended his second five-day training at Port Revel, as one of six bar pilots attending, and expressed his appreciation for their attentiveness, ability to create new technology, and for creating an environment that encourages sharing knowledge and learning different scenarios.

Attendees discussed the Port Revel training. Discussion points included:

- In response to Commissioner Rodriguez's question regarding ongoing knowledge transfer and how new information is shared when the instructors are retired pilots,
 - Commissioner Benedict stated that the instructors, who are all pilots, foster a sense of community and knowledge sharing amongst the participants, with French and Swiss/Dutch participants sharing their various experiences.
 - Executive Director Garfinkle stated that the instructors change on a regular basis, which supports keeping knowledge current.
- Commissioner Benedict stated that, in addition to the Port Revel instructors, there was a current French pilot who was training to become an instructor at Port Revel. He also stated that the man-made lake had been slightly modified since the last time

he attended training there.

- Executive Director Garfinkle stated that there are five or six facilities throughout the world that offer manned-model training; amongst them are facilities in Massachusetts and Louisiana.
- Captain McIntyre stated there are also facilities in Maine, Poland, Australia, and the United Kingdom. She stated that some facilities hold trainings on public lakes that outside parties use at the same time, and these locations cannot control the training environment. While pilots can still learn with these inconsistencies, it is not as ideal as a private location with a controlled environment, like that offered at Port Revel.

6. Directors' Report. (Executive Director Garfinkle)

Summary of the report presented by Executive Director Garfinkle, including activities and correspondence since the last Board meeting, pilot licensing matters, Board surcharge reporting, and pension fiduciary matters. A copy of the full report, including all supporting documents referenced herein, is available for review at the Board office upon request.

A) Correspondence and activities since the Board meeting held on June 25, 2026.

Since the Board meeting of June 25, 2026, the following activities and correspondence have occurred:

- On July 6, 2026, Board staff received a letter from Captain Paul Verveniots of Bay Vessel LLC, wherein he stated he had witnessed carelessness in the operation of the P/V GOLDEN GATE. The Port Agent also received a copy of this letter.
- On July 7, 2026, Board staff sent a letter to Sarah Madland, General Manager of the San Francisco Recreation and Parks Department expressing concern about the potential closure of the Gashouse Cove Fuel Dock.
- On July 9, 2026, Board Staff received a copy of an article from KQED's Bay Curious series featuring the San Francisco Bar Pilots. A copy of the article is included in the meeting documents.
- On July 9, 2026, Executive Director Garfinkle attended the monthly meeting of the Harbor Safety Committee (HSC). The United States Coast Guard (USCG) presented the report on the Significant Port Safety and Security Cases for June 2026. There were two cases involving Board licensees:
 - A foreign flag tank vessel experienced a loss of both radars while getting underway in Vallejo, CA. A hard reset of bridge equipment solved the issue.
 - A foreign flag tank vessel experienced a loss of steering while getting underway in Martinez, CA. The pilot reported that the ship shifted to 15 degrees starboard rudder when ordered amidships.
- On July 20, 2026, Dainis & Company, Incorporated (Dainis) administered the Knowledge-Based Test (KBT) to 46 qualified applicants (on behalf of the Board). This marked the first time the KBT was delivered remotely via an online platform. Initial feedback has been positive, and the test appears to have gone well.
- On July 20, 2026, Executive Director Garfinkle sent a letter to UCSF

Administrative Director, Tisha Bertlow, requesting her assistance in resolving an ongoing issue of licensees occasionally being billed for the BOPC's medical assessment program. UCSF responded positively regarding reaching a solution to resolving the problem.

B) Report on pilot licensing matters since the Board meeting held on June 25, 2026.

Since the June 25, 2026, Board meeting, the Board has issued license renewals to the following three (3) Board licensees: Captains Crowl, Manes, and Slack.

C) Report on Board surcharges.

The following is a summary of surcharge billing and collection activity for June 2026:

- For June 2026, the billed amount was \$829,624. This amount was comprised of the following surcharge amounts:
 - Board Operations Surcharge: \$225,474
 - Pilot Training Surcharge: \$29,650
 - Trainee Training Surcharge: \$41,675
 - Pilot Boat Surcharge: \$532,825
- For June 2026, the cash collected and remitted to the Board was \$841,713. This amount was comprised of the following surcharge amounts:
 - Board Operations Surcharge: \$226,698
 - Pilot Training Surcharge: \$29,396
 - Trainee Training Surcharge: \$44,093
 - Pilot Boat Surcharge: \$541,526
- KEY OBSERVATIONS:
 - Cash collected exceeded the billed amount by \$12,089 for June 2026.
 - The variance is consistent with normal billing and payment cycle activity and is largely determined by the speed with which shipping companies' accounts payable departments process invoice payments.

D) Report of the Pension Fiduciary.

JUNE 2026 PENSION FINANCIAL SUMMARY:

- Disbursed Amount: \$1,247,609 (includes administrative costs)
- Cash Collected: \$1,267,983
- Administrative Costs: \$3,170
- Amount Distributed to Pension Beneficiaries: \$1,244,439
- Total Monthly Target Rates: \$1,274,517
- Amount Under Target: \$26,908.18

ADDITIONAL DETAILS:

- Surcharge Rate for the Quarter: \$0.04683 per gross registered ton
- Rolling Look Back Period: January 2025 – December 2025
- Monthly Tonnage: 26,641,234
- Total Active Pensioners as of June 30, 2026: 85
- Most Recent Cost of Living Adjustment (COLA) Increase: April 1, 2026

E) Report on Legislative Activities and Contractual matters.

Summary of the report presented by Assistant Director Millspaugh, including legislative activities and contractual matters reported since the last Board meeting. A copy of the full reporting materials, including all supporting documents referenced herein, is available for review at the Board office upon request.

LEGISLATIVE ACTIVITIES

Assistant Director Millspaugh reported that Board staff continue to monitor Assembly Bill (AB) 2788, the transportation omnibus bill, and the Governor's Fiscal Year (FY) 2026/27 (26/27) budget process. Since the June 2026 Board meeting:

- AB 2788 passed the Assembly, was ordered to the Senate, passed out of the Senate Committees on Transportation and Judiciary, and was referred to the Committee on Appropriations.
- Governor Newsom signed the FY 26/27 budget into law, which includes additional authority to address Board operations and training costs.

CONTRACTUAL MATTERS

Assistant Director Millspaugh reported on the status of the following contractual matters:

- Marine Investigator Services – Invitation for Bids (IFB) (Contract # 25M900009, 25M900010): One agreement with Marine Group Global Services has been fully executed and approved by all parties, including the Department of General Services (DGS). The second agreement has been approved by the California Highway Patrol (CHP), signed by both parties, and is currently with DGS for review.
- ITMP Project Information Technology (IT) Solution Request for Proposal (RFP) (Contract # 25M900005): The RFP was released on February 2026. RFP Phase 1 and Phase 2 responses have been evaluated, and qualifying bidders provided product demonstrations. The next step involves contract negotiations, with execution of a contract anticipated in September 2026.
- Pilot Continuing Education Contract – Artelia (Contract # To Be Determined): The current agreement for pilot manned model continuing education services expires June 30, 2027. Board staff continue to work with SFBP to obtain training requirement recommendations from SFBP's Continuing Education Committee. Those recommendations will be incorporated, as appropriate, into a Request for

Information (RFI) to help determine whether an RFP or Non-Competitive Bid (NCB) contract is most appropriate.

- Pilot Trainee Training Exam — Captain Role Simulation Exam: Board staff are developing an agreement for the Captain Role to support the Simulator portion of the 2026 Pilot Trainee Training Exam. The agreement is expected to be executed before mid-August 2026.

In response to Commissioner Korwatch's question regarding Board staff's response to the letter from Captain Paul Verveniotis of Bay Vessel LLC (regarding the pilot boat navigation complaint).

Executive Director Garfinkle advised that he delayed responding to the letter so the letter could first be presented to the Board. He also stated that the Board does not regulate pilot boat operators who work for the SFBP.

Port Agent Carlier and Captain McIntyre reported that SFBP reviewed Automatic Identification System (AIS), SEAiq data, and interviewed the crew, confirming that they felt that the P/V Golden Gate was operating safely and in compliance with the nautical rules of the road.

SFBP Counsel Baldwin requested that any Board response affirm that regulation of pilot boat operators falls outside the Board's jurisdiction.

Following discussion, Vice President Hayes-White, and Commissioners Rodriguez and Carr, requested that Executive Director Garfinkle issue a courtesy response acknowledging the matter as an internal SFBP concern and confirming that SFBP conducted a review, to which Executive Director Garfinkle agreed.

Executive Garfinkle stated that proposed language for trainee rulemaking was submitted to The Office of Administrative Law (OAL) and the public comment period will be July 31, 2026 through September 14, 2026.

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 July 23, 2026:

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

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

- Captain Slack, since March 4, 2026. He received his Fit For Duty (FFD) and Returned To Work (RTW) as of July 17, 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 52 licensees on the SFBP roster.
- Work periods over 12 hours: 23 occurrences, none exceeded 14 hours.
- Night work periods over 10 hours without rest opportunity: None.
- Night-time hours over 18 hours in a 72-hour period: None.
- Rest periods of less than 12 hours (MRPs): 8 occurrences. The minimum rest period was 10.2 hours.

B) Monthly report on SFBP ship piloting business activity.

Port Agent Carlier reported that as of June 25, 2026:

- The status of each of the SFBP-owned pilot boats was reported as:
 - P/V CALIFORNIA, DRAKE, GOLDEN GATE, and PITTSBURG: normal operations.
 - P/V SAN FRANCISCO: The vessel returned from the shipyard May 14, 2026; and is going back in service on July 23, 2026.
- Billed vessel moves, for July 2026, were as follows:
 - Bar Crossings: 448
 - Bay Moves: 126
 - River Moves: 36
 - Total Moves: 610
- Total Gross Registered Tonnage (GRT): 26.6 million.
- When comparing the same period in 2025, total moves were down 3.6% and GRT was down 0.1%.

In response to Commissioner Korwatch's question regarding UCSF delays encountered for the Return to Work (RTW) for Captain Slack:

- Port Agent Carlier reported that pilots are still experiencing intermittent delays at UCSF. For example, Captain Slack's RTW was issued two weeks later than expected.
- Licensing and Training Programs Manager Wong and Executive Director Garfinkle explained the process timeline for RTW.

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.

8. Pilot Evaluation Committee. (Committee Chair Ruff)

A) Report on the Pilot Evaluation Committee (PEC) meeting held on July 15, 2026.

Summary of items discussed and acted on by the PEC under Agenda Item A, as presented by PEC Chair Ruff. A copy of the full report materials, including all supporting documents referenced herein, is available for review at the Board office upon request.

PEC MEETING – JULY 15, 2026

The PEC met on Wednesday, July 15, 2026, at 7:30 a.m. The members present were Captains Wehr, Stultz, Bridgman, Slack, and Ruff. Executive Director Garfinkle joined the PEC in open session from 7:30 a.m. to 7:45 a.m.

OPEN SESSION

During the open session, the PEC addressed the following matters:

- Minutes: The PEC approved the minutes from the prior meeting.
- Candidate and Exam Updates: The PEC discussed public and Committee Member comments on matters on the agenda and not on the agenda. Details included the following:
 - Number of Candidates: There are currently 48 candidates with no outstanding appeals.
 - Discussed transition from the prior alphabetical route format to a numerical format (to align with the USCG Regional Exam Center (REC) bay regions for First-Class Pilotage (FCP) testing).
 - Correspondence: The PEC discussed correspondence received since the last committee meeting, including communications from pilots detailing Captain Johnson's performance in Antioch.

The open session concluded at 7:45 a.m., at which time the PEC moved into closed session.

CLOSED SESSION REPORT OUT

- The PEC reviewed the Pilot Trainee Training Program pilot trainee evaluation cards and monthly progress reports.
- There are currently two (2) active trainees in the program: Captains Johnson and Roberts. Their training time in the program ranges from 10.8 months to 30.37

months. They are observing, performing part handling, and handling ships under the direct supervision of a licensed San Francisco bar pilot.

- Captain Johnson: Captain Johnson has completed all testing for FCP and continues to develop and improve his pilotage skills.
- Captain Roberts: Captain Roberts is continuing his FCP testing (at the USCG REC) and riding ships in between testing periods. He has two (river) sections remaining. Since this report was written, PEC Chair Ruff discovered that Captain Roberts failed testing for two sections and retook them. He will be down to just doing rivers soon.
- Individual Closed Sessions: The PEC conducted individual closed sessions with each of the two active trainees, during which trainees discussed issues and difficulties encountered in their training. The Committee worked with each trainee to develop strategies to assist in advancing their respective training progress.
- The PEC recommended placing Captain Johnson on probation until he can demonstrate a solid grasp of situational awareness and decision making on every job going forward.

OPEN SESSION

- Captain Garfinkle and Ally Wong were present.
- The PEC unanimously voted to recommend to the Board that Captain Johnson be placed on probation.
- The next PEC meeting is scheduled for August 19, 2026, at 7:30 a.m. in this office.
- The July 15, 2026, PEC meeting was adjourned at 9:30 a.m.

Agenda items 8C and D were discussed prior to 8B. (In response to Board Counsel Tuck's question regarding updates for agenda items 8C and D, PEC Chair Ruff stated that there was nothing to report.)

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.

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. Possible Board action to place one or more Pilot Trainee Training Program trainees on or off 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.

PEC Chair Ruff stated that:

- The PEC recommended placing Captain Johnson on probation until he can demonstrate greater situational awareness and better decision making on every job going forward.
- Close to 20% of Captain Johnson's work has been deficient; with concerns cited in the feedback from the accompanying pilots for numerous jobs.
- Captain Johnson has been in the program for 30 months.

Attendees discussed possibly placing Captain Johnson on probation. Key points included:

- Board Counsel Tuck stated that, if the Board accepted the PEC's recommendation to place Captain Johnson on probation, it would fall under the authority of HNC section 214(g)(4).
- To ensure appropriate guidance during training, Commissioner Carr requested to supervise Captain Johnson during his next difficult job assignment.
- Executive Director Garfinkle stated that placing Captain Johnson on probation will hopefully create the extra motivation needed to shift his thought process in the right direction.

Attendees discussed the trainee training timeline for Captain Johnson. Key points included:

- Executive Director Garfinkle recommended that, should the Board accept the PEC's recommendation to place Captain Johnson on probation. The probation period should not exceed two months. This recommendation was based on Captain Johnson's current standing in the program, having completed two years and six months of the three-year program, with six months remaining. Given that success in the program requires a minimum three-month evaluation period while maintaining an average score of 4.0 to 5.0 during three consecutive months, a probation period exceeding two months would prevent Captain Johnson from completing the program.
- SFBP Counsel Kevin Baldwin stated that, while no statute or regulation explicitly prohibits it, probation and evaluation periods cannot overlap in practice, as the two statuses are inherently contradictory because probation requires additional supervision and assistance, whereas evaluation requires trainees to perform independently without pilot assistance.

- PEC Chair Ruff stated that Captain Johnson's three years in the program would end as of January 10, 2027.
- The September 2026 PEC meeting is scheduled for September 16, 2026.
- Captain McIntyre suggested that the probation be set for up to 63 days, so the PEC could end the probation early if the requirements are met.

MOTION: Commissioner Korwatch moved to place Captain Johnson on probation as of July 23, 2026, to be reviewed at the August 27, 2026, Board meeting. Commissioner Rodriguez seconded the motion.

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

ACTION: The motion was approved.

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. Discussion regarding local, regional, and international efforts to improve Pilot Transfer Arrangements (PTA) and the reporting of safety standard violations with regards to PTA's. A presentation of the International Maritime Pilot Association's (IMPA) 2026 Safety Campaign Report, the upcoming 2028 Safety of Life at Sea (SOLAS) regulation changes, and local efforts to improve reporting will be made. (Commissioner Carr)

Commissioner Carr presented the slideshow he included in the Board documents. Key points (in the presentation and his responses to meeting attendees' questions) included:

- Commissioner Carr presented a slideshow on pilot transfer arrangement safety, highlighting findings from the 2026 International Maritime Pilots' Association (IMPA) survey, which received 4,051 responses worldwide, including 82 from SFBP, representing 16% of all North American responses. Key findings indicated that Asia and the Middle East reported the highest pilot ladder non-compliance rate at 24%, with 89% of non-compliant observations not reported to port state authorities. Commissioner Carr noted that underreporting is endemic among pilots worldwide, including in the Bay Area, and Executive Director Garfinkle confirmed that no safety violations had been reported to him in over a year.
- Commissioner Carr recommended pilots utilize reporting software such as "Ladder Watch," which allows pilots to document transfer arrangement conditions, access prior non-compliance reports from other ports, and submit reports for all vessels boarded, noting that positive reports hold equal value to negative ones.
- Regarding regulatory updates, Commissioner Carr outlined amendments to Safety of Life at Sea (SOLAS) Chapter V, Regulation 23, which will become mandatory in 2028 with voluntary early implementation beginning in 2026. Key changes include converting voluntary recommendations to mandatory requirements, establishing a 36-month pilot ladder expiration date with a 30-month maximum service life,

eliminating the option for crew ladder repairs, clarifying ladder securing methods, mandating training and inspections with non-compliant vessels (subject to entry denial), and explicitly affirming pilots' right to refuse a Pilot Transfer Arrangement.

CalSTA Ex-Officio Member Casey complimented Commissioner Carr's work and stated that CalSTA prioritizes a focus on safety, so she would highlight these points to the CalSTA Secretary.

11. 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.

12. Update and discussion on the status of the Board's Information Technology Modernization Project (ITMP). (Assistant Director Millspaugh)

Assistant Director Millspaugh stated that Board staff are nearing the end of the procurement process and expect to enter negotiations with a potential vendor shortly. Board staff anticipate entering into a contract with a vendor in September 2026.

13. Board consideration and possible approval of one-time authorization of the Executive Director to purchase ITMP Information Technology (IT) Solution, not to exceed \$3,000,000.

Possible Board action to approve one-time authorization of the Executive Director to purchase ITMP IT Solution, not to exceed \$3,000,000.

Assistant Director Millspaugh presented a contract authorization authority request for the Executive Director of up to \$3 million for the IT Modernization Program (ITMP) IT solution, encompassing one year of development, two years of maintenance and operations, and required licenses, with an additional ongoing maintenance expense beyond the initial purchase. While the Board anticipates approximately \$2.7 million in Fiscal Year 2026-27 expenses, the higher authorization was requested to accommodate unforeseen costs, Assistant Director Millspaugh further noted that while the ITMP budget had been previously discussed with the Finance Committee, this specific proposal was not presented to the Committee due to timing constraints.

Attendees discussed project approvals. Discussion points included:

The Board discussed authorizing the Executive Director to enter into a contract for the ITMP IT Solution, not to exceed \$3,000,000. Assistant Director Millspaugh noted that Department of Finance approval would not be granted until all approvals from the California Department of Technology and CalSTA were obtained. Commissioner Rodriguez proposed a motion for one-time authorization of the Executive Director to execute the contract, accompanied by a request that the contract be shared with the Board upon execution.

MOTION: Commissioner Rodriguez moved to approve a one-time authorization for the Executive Director to purchase an ITMP IT Solution, not to exceed \$3,000,000, with the request that Board staff share the final approved contract with the Board. Commissioner Korwatch seconded the motion.

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

ACTION: The motion was approved.

14. Joint Pilot Boat Advisory Committee and the Finance Committee (Commissioner Carr)

Discussion 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.

Captain McIntyre stated that the P/V SAN FRANCISCO is back in service and requested the Board cover the cost of repairs. Key points included:

- The P/V SAN FRANCISCO underwent extensive work, for a total cost of \$1,533,474.55. The cost was increased due to tariffs, noting the steelwork alone cost \$689,002.00.
- The vessel is not compatible with an engine that is compliant with California Air Resources Board (CARB) regulations; therefore, SFBP will not be able to continue to use this vessel once the CARB extensions expire; but these repairs were necessary for SFBP to have enough vessels to meet the statute requirements. (The vessels being built to meet CARB requirements will not be completed for another two years. SFBP must have three vessels available at all times and the P/V SAN FRANCISCO could not be operated without these repairs.)
- As noted, SFBP has made a substantial investment in making the vessel seaworthy. However, due to the vessel's age and the incompatibility of its engines with CARB regulations, it is unlikely that SFBP's investment will be recovered when the vessel is sold. For this reason, SFBP is requesting that the Board consider classifying the portion of costs spent on steelwork (approximately \$689,000) as a service life extension, a type of repair work for which the statute and regulations provide reimbursement.
- If the Board agrees with this proposal, then the SFBP will submit a necessity justification (to explain why these costs should be covered by the Board).

Attendees discussed pilot boat considerations and expenses, and the Board deferred discussion of this potential reimbursement to the joint Pilot Boat and Finance Committee. Key points included:

- SFBP Counsel Baldwin stated that the resale of the P/V SAN FRANCISCO in another jurisdiction would be difficult because there are few entities that would need a vessel of a similar size to use offshore.

- Captain McIntyre stated that the large-scale steelwork was not anticipated.
- Commissioner Carr stated that this discussion originated in the Finance Committee. He supported the merits of the proposal and suggested having the joint Pilot Boat and Finance Committee review the requirements.
- Commissioner Rodriguez agreed with Commissioner Carr's recommendation to refer the decision to the joint Pilot Boat and Finance Committee.

15. Discussion regarding the potential increase of the indemnification insurance amount included for vessels who elect to purchase trip insurance. (Captain Anne McIntyre, SFBP)

SFBP Counsel Baldwin stated that HNC section 1198 requires vessels to indemnify pilots or pay for trip insurance prior to a pilot's boarding. SFBP is requesting that the Board increase the amount of trip insurance required if shipping companies choose that option instead of indemnifying pilots. The amount listed in HNC section 1198 (\$36 million) was set around the turn of the century and costs have gone up since then, so this amount is no longer sufficient to cover third party liability. If an incident occurred in which costs exceeded the insured amount, pilots may face liability for the remaining amount. Although he recommended the Board determine the appropriate amount, he stated that SFBP proposed increasing the indemnification insurance amount to \$50 million, which could be underwritten economically.

Executive Director Garfinkle and SFBP Counsel Baldwin stated that the cost could result from damage to the vessel, its contents, external damage (such as damage to a port), and/or injuries or casualties. This liability may also exist if a ship owner does not fully indemnify. The intent of the trip insurance is to protect the pilots from liability.

SFBP Counsel Baldwin stated that the agenda item was intended to:

- Start a Board discussion on this topic,
- Possibly send it to a Committee to discuss it further, and
- Possibly initiate a statutory change for the minimum insurance requirement.

The Board agreed to brief President Tynan and request that she form an Ad Hoc Committee to review the whole statute and recommend changes.

16. 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 reported on behalf of PMSA and SFBP. Details included:

PMSA Report:

- The day after last meeting, new budget language was released that narrowed the scope of the budget's automation prohibitions. The language which was signed into law by Governor Gavin Newsom limits prohibitions to specific funding streams and

narrows to seaport cargo handling equipment and the automation supporting improvements.

- **West Coast Container Volumes for June:**

- The Port of Long Beach
 - Delivered its third busiest June on record, moving 779,000 twenty-foot equivalent units (TEUs) in June 2026, a 10.6% increase compared with the same period in 2025.
 - Year-to-date volume was more than 4.8 million TEUs, nearly 2% ahead of the first half of 2025's record-setting pace.
 - The Port of Los Angeles had its best June in its 118-year history, processing over 1 million TEUs. This is the third time they have exceeded 1 million units, and they remain the only port in the western hemisphere to achieve that.
 - San Pedro Bay Ports (LA and Long Beach) have seen an increase from last June, which is reflective of shifting trade policies.
 - At the Port of Los Angeles, 2026 loaded imports were 13% higher than 2025, while 2026 loaded exports were flat compared to the same period in 2025.
 - The Port of Long Beach's 2026 loaded imports increased 11% and loaded exports decreased 1.3%.
 - The Port of Oakland had a slightly different story, 2026 was 7.7% higher year over year (compared to 2025). Full imports increased 11.1%. Full exports increased 9.3%. There were 81 vessel calls in June 2026, compared with 77 in June 2025.
 - The Northwest Seaport Alliance (NWSA) recorded year-to-date container volumes dropped 12.4%. The decline was driven by a 13.9% drop in full imports, even though full exports rose 1.8% against the five-year average. June 2026 was 4.4% less than June 2025. Full exports declined 3.2% for the month, while full imports remained the same as May 2026. Full exports were 1.2% less year-to-date.
- Earlier this week, longshore workers walked off the job at the Ports of Oakland, Sacramento, and Stockton. An Arbitrator confirmed that the coordinated work stoppage violated the contract and ordered the longshoremen back to work. Work resumed later in the evening.

SFBP Report:

- Members of SFBP are pilot members of the International Organization of Masters, Mates, and SFBP's pilot boat crew are members of the Sailors Union of the Pacific. SFBP's pilotage system has a vested interest in ensuring that board licensees and pilot vessels are not impacted during a labor action, so SFBP has been closely watching the situation with the Local 6 and Local 1. Captain McIntyre stated that SFBP hopes they can settle their differences.

- The station boat replacement program continues to make progress. The shipyard has started ordering materials (engines) and creating mockups which include specific engineering details. If everything remains on schedule, completion is expected by March 2028.
- Regarding Gashouse Cove, SFBP wrote a letter to the Bay Conservation and Development Commission (BCDC) and BCDC acknowledged the receipt of the letter, but no other response was provided. SFBP has continued to try to reach BCDC and has corresponded with the Governor's office to express concerns. SFBP cited the recent sinking of a pleasure vessel off Alcatraz and the role Gashouse Cove played in the emergency response, to highlight the importance of the Gashouse Cove dock.
- Vice President Hayes-White and Commissioners Carr and Mathur have terms that will expire at the end of the year. SFBP has recommended Captains Maximilian Starnitzky and Joshua Stultz to fill Commissioner Carr's position and encouraged proactive movement toward the new appointments to avoid appointment gaps and continue having a full panel of Board Members.

Commissioner Rodriguez stated that National Public Radio (NPR) recently did an extensive piece on the Ports of Long Beach and Los Angeles that was mostly focused on businesses front loading in anticipation of a new round of tariffs. The piece stated that the unprecedented front loading was anticipated to continue but to handle the traffic the ports would need to have corresponding increases in their workforce.

Captain McIntyre stated that Port Agent Carlier attended the Oakland commissioning ceremony for new container cranes, which are the tallest on the West Coast.

CalSTA Ex-Officio Member Casey requested that the Board send CalSTA their upcoming Commissioner vacancies, as a look ahead. The Governor may be able to make an appointment prior to the end of his term, to be effective January 1, 2027, to coincide with the Commissioner term expirations. He is still processing appointments, and the Commissioner appointments could be among his last acts.

CalSTA Ex-Officio Member Casey requested that the Board send CalSTA their upcoming vacancies, to be included in the Week Ahead Report (WAR) as a look ahead. It is possible the Governor could make an appointment prior to the end of his term, to be effective January 1, 2027, to coincide with the Commissioner term expirations. He is still processing appointments, although it is uncertain how this will change as the end of the administration draws near.

Captain McIntyre stated that the last time the administration changed it took a very long time for appointments because all appointments were put on hold.

17. Update and discussion regarding the status of 2026 Pilot Trainee Program Exam, including a report on the Selection Appeal Committee meetings on June 25, 2026, and July 13, 2026. (Commissioner Carr and Executive Director Garfinkle)

Executive Director Garfinkle stated that the KBT was conducted on Monday, July 20, 2026. Fifty-four percent of the examinees (25 examinees) passed. Examinees needed to answer 62 questions correctly to pass. During the previous KBT, of the 37 examinees, 27 passed. Most examinees were from California, Hawaii, and Washington. One female candidate passed, along with three candidates from diverse ethnic backgrounds.

Commissioner Carr stated that the Subject Matter Experts (SMEs) met with Dainis on July 22, 2026 to perform a post exam review of the Knowledge Based Test (KBT) questions. Commissioner Carr reported that Dainis indicated technical issues with the administration of the KBT were minimal. Only one participant experienced a technical problem which was handled by the exam administrator without interruption.

In response to Vice President Hayes-White's question, Executive Director Garfinkle stated that one of the examinees took the KBT while on a ship in Asia. This would not have been possible if the KBT was not offered remotely. The simulation portion of the exam is scheduled for August 11-14, 2026. Board staff will try to notify those who have passed the KBT before the weekend so examinees can make arrangements to attend the simulator portion.

Commissioner Carr updated the status of the Selection Appeals Committee review of outstanding appeals. He reminded the Board that the committee granted two conditional appeal approvals. One appellant has successfully met the condition for approval but the other did not; so, the conditional approval was finalized for one and withdrawn for the other.

18. 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)

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).

None.

19. The Board will discuss the performance and compensation of the Executive Director pursuant to HNC section 1156.

The Board may go into closed session pursuant to Government Code section 11126, subdivision (a)(1) of the Bagley-Keene Open Meeting Act to discuss these employment matters.

Vice President Hayes-White stated that she discussed this agenda item with Executive Director Garfinkle and, out of respect for President Tynan, will wait until President Tynan is present before discussing this item. The item was then continued to the August 27, 2026, Board meeting.

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

Attendees discussed agenda items for the August 2026 Board agenda. Discussion points included:

- Vice President Hayes-White stated that the August 2026 agenda should retain agenda item 17, regarding exam updates.
- Board Counsel Tuck stated that:
 - Agenda item 17 should be on the August 2026 Board agenda to discuss the simulation portion of the exam.
 - The PEC will present updates on Captain Johnson's probation.
 - Agenda items 13 (ITMP one-time authorization), 14 (P/V SAN FRANCISCO expenditure), and 15 (indemnification insurance increase) should probably all be removed from the agenda.
- In response to Commissioner Korwatch's suggestion of adding an agenda item to discuss a potential 2026 Board retreat:
 - Assistant Director Millspaugh asked if it would be alright to survey Board Members instead of waiting to discuss the issue in August, to avoid delays (because there would only be four months left in the year after the August Board meeting).
 - CalSTA Ex-Officio Member Casey suggested both discussing in the August 2026 Board meeting and sending an early survey, if the Board decides to have the retreat/workshop.
 - Commissioner Korwatch stated that, first, she wanted to discuss if the Board even needed to have a 2026 retreat.
- Assistant Director Millspaugh stated that, if everything went well, Board staff may have a list of successful examinees for the Board's consideration at the August meeting.

21. Comments by public and Commissioners on matters not on the agenda.

None.

22. Adjournment.

Vice President Hayes-White adjourned the meeting at 12:30 p.m.

Submitted by:



Allen Garfinkle
Executive Director

ACRONYM INDEX

Acronyms / Abbreviations	Definition
AB	Assembly Bill
AFMR	Absent For Medical Reasons
AIS	Automatic Identification System
BCDC	Bay Conservation and Development Commission
BCP	Budget Change Proposal
BOPC/Board	Board of Pilot Commissioners
CARB	California Air Resources Board
Cal Poly	The California Polytechnic State University
CalSTA	The California State Transportation Agency
CHP	California Highway Patrol
COLA	Cost of Living Adjustment
Dainis	Dainis & Company, Incorporated (Psychometrician company)
DGS	The Department of General Services
FCP	First-Class Pilotage (test)
FFD	Fit For Duty
FY	Fiscal Year
GRT	Gross Registered Tons
HNC	Harbors and Navigation Code
HSC	Harbor Safety Committee
IFB	Invitation for Bids
IMPA	the International Maritime Pilots' Association
IRC	Incident Review Committee
IT	Information Technology
ITMP	Information Technology Modernization Project
KBT	Knowledge-Based Test (previously referred to as the written portion of the Board exam)
KQED	Radio station acronym that stands for: K (West-Coast Standard Federal Prefix) Quod Erat Demonstrandum (Latin for "Thus it has been demonstrated")
MRP	Minimum Rest Period (12 hours)
NCP	Non-Competitive Bid
NWSA	Northwest Seaport Alliance
NPR	National Public Radio
OAL	The Office of Administrative Law
PAL	Project Approval Lifecycle
PEC	Pilot Evaluation Committee
PMSA	The Pacific Merchant Shipping Association
PPU	Portable Pilot Units
PTA	Pilot Transfer Arrangement
P/V	Passenger Vessel / Pilot Vessel
REC	Regional Exam Center
RFI	Request for Information

Acronyms / Abbreviations	Definition
RFP	Request for Proposal
RMC	Rex Clack, esq., Rex M Clack (Law)
RTW	Returned To Work
SEAIq	Ship Electronics and Automatic Identification System Intelligence (advanced marine navigation and electronic charting software)
SFBP	San Francisco Bar Pilots
SGH	Mark Argo, Simpson Gumpertz & Heger
SME	Subject Matter Expert
SOLAS	Safety of Life at Sea
SOW	Scope of Work
TEU	Twenty-foot Equivalent Unit (unit of measurement referring to shipping containers with the internal dimensions of 20 feet long, 8 feet wide, and 8 feet tall)
UCSF	The University of California San Francisco
USCG	United States Coast Guard

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

