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

EXPRESS TERMS

July 21, 2026

Title 7. Harbors and Navigation
Division 2. State Board of Pilot Commissioners for the Bays of San Francisco, San Pablo, and Suisun

The proposed amendments to existing text are shown in underline to indicate additions and strikeout to show deletions. All other text remains unchanged.

Amend Section 214 of Title 7, California Code of Regulations and to read as follows:

(a) In order to be considered for licensing as a pilot, a pilot trainee must successfully complete the training program conducted and supervised by the Pilot Evaluation Committee for the Board. The Board shall issue a certificate of completion to a pilot trainee only when it determines that the trainee has successfully completed the pilot trainee training program. The Board may rely upon, but shall not be bound by the recommendations of its Pilot Evaluation Committee in determining whether a trainee has successfully completed the training program or whether or when the trainee should be licensed as a pilot. The Board is not required to license an individual as a pilot at any time after issuance of the certificate of completion authorized by this subsection. If a license is issued, it shall be issued to the most qualified trainee who has successfully completed the training program. Order of completion of the training program is not the determining factor.

(b) The training program prescribed herein shall include the following topics:

(1) area geography;

(2) port and waterway configuration;

(3) hydrography (channel depths and widths, bottom configuration);

(4) hydrology and hydraulics;

(5) tides and currents;

(6) winds and weather;

(7) aids to navigation (interaction with and information they convey);

(8) bottom composition;

(9) marine facilities;

(10) other traffic and operations (including commercial fishing vessels, recreational boating, dredging and marine regattas);

(11) air draft (for bridges and overhead wires);

(12) communications;

(13) applicable laws, rules and regulations;

(14) marine traffic regulation (including Vessel Traffic Service);

(15) local and seasonal traffic patterns and densities;

(16) ship maneuvering behavior for all vessel types to be piloted including hydrodynamic interactions with respect to other vessels, facilities and channel bathymetry;

(17) advantages, limitations, and effects on shiphandling of various types of main propulsion and auxiliary maneuvering machinery;

(18) shiphandling for piloting, anchoring, docking and undocking, maneuvering with and without the aid of tugs, and emergency situations;

(19) tug control (for maneuvering assistance);

(20) use of ground tackle to aid maneuvering;

(21) navigation systems (traditional and electronic);

(22) radar systems (manual and automated); ~~and~~

(23) marine and environmental safety requirements; and

(24) ~~T~~the causes and hazards of fatigue, the means of avoiding or alleviating fatigue, the responsibility of pilots and trainees to ensure that they are rested prior to an assignment, the need for a sufficient recovery period after awakening, and the duty of pilots and trainees to refuse an assignment if they are too fatigued to complete an assignment safely.

(c) The training program for each pilot trainee shall consist of a minimum of one year and a maximum of three years of training. The program may include classroom training and training provided by outside contractors and shall include assignments to ride as an observer on tugs engaged in ship assist work. In addition, the program shall include a minimum of 300 trips while under the direct supervision of a

licensed pilot ~~or inland pilot,~~ riding as an observer or maneuvering vessels of various sizes and classes on the Bays of San Francisco, San Pablo, and Suisun. A minimum of 50 trips shall be with a ~~members~~ of the Pilot Evaluation Committee and at least 10 of those trips shall be within the last three months before the Ceommittee's recommendation that the trainee be issued a certificate of completion. Pilot trainee assignments shall be under the general supervision of the Pilot Evaluation Committee and may be made by the Port Agent, ~~his or her~~ the Port Agent's designee, or a member of the Pilot Evaluation Committee.

(d) A stipend, funded by a pilot trainee surcharge to pilotage rates, may be paid to pilot trainees. The amount of the stipend, if any, paid to a pilot trainee shall be determined solely by the Board, provided that trainees at similar phases of the program shall receive an equal stipend, if any stipend is given.

(e) A pilot ~~or inland pilot~~ supervising a pilot trainee shall prepare an evaluation report on the performance of the pilot trainee to the Pilot Evaluation Committee at the times and in the manner prescribed by the Committee.

(f) The Board may dismiss a pilot trainee from the training program at any time during the first ~~year~~ eighteen (18) months of training without cause. After the first ~~year~~ eighteen (18) months of training, a pilot trainee may be dismissed from the training program if the Board, after a hearing comparable to that provided to a public employee under Government Code § 11126(a), determines that ~~he or she~~the trainee:

(1) no longer meets the requirements of Section 213;

(2) has violated the Code or these regulations;

(3) has failed to carry out the terms and conditions of the training program;

(4) has willfully disobeyed a lawful order of the Board, the Pilot Evaluation Committee, the Port Agent, ~~his or~~ the Port Agent's designee, or the pilot supervising ~~his or her~~ their training;

(5) committed an act of misconduct while on duty as a trainee;

(6) was intoxicated or under the influence of a substance which appreciably impaired ~~his or her~~ their ability to conduct the duties of a pilot trainee while on duty as a trainee;

(7) failed to meet the conditions of probation within the period prescribed, if placed on probation under subsection (g) of this section; or

(8) failed a chemical test for dangerous drugs, as defined in Section 202.

(g) A pilot trainee may, on such conditions and for such period of time as the Board may impose, be suspended from the training program or be placed on probation if the Board determines that such action is warranted because of:

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(1) a change in the mental or physical health or good moral character of the pilot trainee;

(2) a lapse, suspension or revocation of the trainee's U. S. Coast Guard license;

(3) misconduct while on duty as a trainee; and/or

(4) inadequate performance in the training program.

(h) In determining whether a pilot trainee has successfully completed the training program or whether the trainee should be licensed as a pilot, the Board and the Pilot Evaluation Committee shall consider whether the trainee has met each of the following:

(1) All statutory prerequisites for being licensed as a pilot;

(2) Maintained an average score of at least 4.0 on a 5.0 scale on the evaluations by members of the Pilot Evaluation Committee during each of the last three (3) months immediately preceding the Committee's recommendations; and

(3) Has adequately demonstrated:

(A) local knowledge for the Bays of San Francisco, San Pablo, and Suisun, including:

1. limits of all local pilotage areas;

2. names, positions, and characteristics of all buoys, beacons, lights, markers, fog signals, and other fixed aids to navigation;

3. names, locations, and characteristics of all channels, shoals, headlands, and points;

4. names, locations, characteristics, and vertical clearances of all bridges, cables, and other overhead obstructions to navigation;

5. depths of water;

6. set, rate, rise, and duration of tides, characteristics of tidal currents, and use of tide tables and the real time tide data collection system;

7. courses and distances for each channel;

8. names, locations, and characteristics of anchorages;

9. names, locations, and waterside characteristics of all berths, terminals, and docking facilities; and

10. systems of radio navigational warning broadcasts and the type of information likely to be included in those broadcasts.

(B) a working knowledge of the fundamentals of shiphandling, including:

1. shiphandling in piloting waters;

2. anchoring;

3. docking and undocking;

4. appropriate use of tugs;

5. shiphandling in emergency situations; and

6. appropriate vessel speed control.

(C) bridge presence, including proper and timely handling of all shipboard communications using standard terminology;

(D) proper and timely handling of communications with other vessels, Vessel Traffic Service and other entities external to the vessel;

(E) situational awareness, contingency planning and the ability to keep the vessel on track;

(F) appropriate and timely use of bridge equipment, including shipboard navigation and collision-avoidance aids, and knowledge of their capabilities and limitations;

(G) appropriate responses to vessel traffic;

(H) familiarity with maneuvering characteristics of all types of ships that routinely enter the pilotage grounds, including knowledge of capabilities and limitations of typical propulsion and steering systems on board such vessels;

(I) understanding environmental factors affecting ship performance, such as wind, currents, tides, channel configuration, water depth, bottom, banks and ship interactions including squat;

(J) familiarity with bridge team management, including master-pilot relationship;

(K) familiarity with all relevant international, national, state and local laws and regulations applicable to navigational safety, rules of the road, pollution prevention, and contingency planning;

(L) familiarity with lines of communication to local authorities, including the U.S. Coast Guard, U.S. Army Corps of Engineers, State Office of Oil Spill Prevention and Response, and the Board.

(M) familiarity with personal techniques for survival at sea and personal safety, including emergency first aid, cardio-pulmonary resuscitation (CPR), and hypothermia remediation; and

(N) consistency of acceptable performance.

(i) For purposes of calculating the first eighteen (18) months of training under subsection (f) above, any period of 30 or more days in aggregate during which the pilot trainee was suspended under subsection (g) above, or on medical leave or other approved absence from the training program shall not be considered training time and shall toll the accrual of training time under subsection (f).

Note: Authority cited: Section 1154, Harbors and Navigation Code. Reference: Sections 1101(e), 1114.5, 1171.5, 1175, 1177, 1178 and 1196.5, Harbors and Navigation Code.