

# SAN FRANCISCO BAR PILOTS 

Section 237(d) Data

January 1, 2019 to December 31, 2019

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## SECTION 237(d) DEFINITIONS AND PURPOSE

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

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

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

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

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

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

Section 237(d)(4, 5, 6) Number of Bar Crossings, Bay Moves and River Moves Definition: A break down of the 3 major types of vessels moves each month. 237(d)(1) is the sum of the 3 types of moves.
237(d)(4) Bar Crossings - Moves between sea and docks or anchorages within the Bay.
237(d)(5) Bay Moves - Moves between docks or anchorages within the Bay.
237(d)(6) River Moves - Moves to or from Stockton or Sacramento.
Purpose: A measure of the amount of ships moved.
Section 237(d)(7, 8) Average Draft and Gross Tonnage of Piloted Vessels
Definition: The average draft (Section 237(d)(7)) and gross tonnage (section 237(d)(8)) of vessels each month.
Purpose: A measure of the size of vessels moved.
Section 237(d)(9) Number of Pilot Days Pilot Reported Sick or Injured
Definition: The total number of calendar days pilots were unavailable to work due to sickness or injury each month.
Purpose: A measure of the number of pilots removed from the roster and unavailable to pilot due to sickness or injury.

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

Definition: The number of times pilots returned to work with less than 12 hours rest from their previous piloting duties. Also included is supporting data to help try and explain why the less than 12 hours rest period occurred. In general, they occur because of an exceptionally busy day, because there was not a full roster of pilots available or a combination of both.
Note: 12 hours is based on the conclusions of the 1986 Manalytics study which stated that 12 hours should be a minimum rest period.
Purpose: A measure of the match between the number of pilots needed and the number of vessels being moved.

Section 237(d)(11) Number of Days Pilots Were Engaged in Board Mandated Training
Definition: The total number of calendar days pilots were engaged in commission mandated training each month.
Purpose: A measure of the number of pilots removed from the roster and unavailable to pilot due to training.

Section 237(d)(12) Number of Days Pilots Were Engaged in Administrative Duties
Definition: The total number of 8 hour days pilots were engaged in administrative duties with a break down by task. Quid Pro Quo are those days pilots were removed from the piloting roster or earned comp time to perform the required administrative duties. Pro Bono days are those days that the administrative duties were performed on the pilots "own time" without shorting the piloting roster or earning comp time.
Purpose: A measure of the number of pilots removed from the roster and unavailable to pilot due to administrative duties.

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

Note: Multi-day pilotage was extremely unusual when section 237(d) was written. It has since become more relevant. As such, this information is included as a supplemental.
Definition: The number and length of jobs for vessels requiring the pilot to stay aboard for extended periods of time. This occurs when a normal pilot boarding / disembarking can not be made.
Purpose: A measure of pilots removed from the roster and unavailable to pilot other vessels due to their extended stay aboard.

Section 237(d)(1, 2,10)
Total Number of Vessels Moved, Pilots Assigned and MRP Exceptions
January 1 to December 31, 2019






## Assignments Per Day

May 2019




Section 237(d)(3)
Assignments Per Day
August 2019






Section 237(d)(4, 5, 6)
Number of Bar Crossings, Bay Moves and River Moves January 1 to December 31, 2019



Section 237(d)(8)
Average Gross Tonnage
January 1 to December 31, 2019


Number of Pilot Days Pilots Reported Sick or Injured
January 1 to December 31, 2019


## Section 237(d)(10)

January 1 to June 30, 2019
MRP Exceptions
Number of times a pilot resumed duties with less than 12 hours off duty
Roster

| Date | Number of Pilots |  | Assign That Day | Short (60 Auth.) | Total Pilots Pulled | Number of Pulled Pilots |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 8-Jan | 2 | 6.5 | 24 | 7 | 1 | 1 Comp |
| 12-Jan | 4 | 10.7 | 18 | 7 | 4 | 1 Comp, 1 Bereave, 2 NFFD |
| 13-Jan | 5 | 10.3 | 23 | 7 | 4 | 1 Comp, 1 Bereave, 2 NFFD |
| 15-Jan | 4 | 9.6 | 26 | 7 | 3 | 1 Bereave, 2 NFFD |
| 16-Jan | 3 | 10.7 | 21 | 7 | 6 | 3 Bus., 1 Comp, 1 Bereave, 1 NFFD |
| 20-Jan | 1 | 10.2 | 18 | 7 | 1 | 1 Comp |
| 25-Jan | 2 | 11.3 | 16 | 7 | 3 | 1 APA, 1 Comp, 1 NFFD |
| 27-Jan | 1 | 11.8 | 19 | 7 | 2 | 1 APA, 1 Comp |
| 28-Jan | 4 | 9.5 | 22 | 7 | 3 | 1 APA, 2 Bereave |
| 5-Feb | 1 | 11.9 | 25 | 5 | 2 | 1 Comp, 1 NFFD |
| 6-Feb | 2 | 10.2 | 23 | 5 | 2 | 1 Comp, 1 NFFD |
| 9-Feb | 5 | 10.1 | 26 | 5 | 3 | 1 Bereave, 1 Comp, 1 NFFD |
| 10-Feb | 1 | 11.3 | 14 | 5 | 3 | 1 Bereave, 1 Comp, 1 NFFD |
| 19-Feb | 7 | 9.0 | 26 | 5 | 1 | 1 Comp |
| 20-Feb | 6 | 9.7 | 28 | 5 | 3 | 2 Bus., 1 Comp |
| 21-Feb | 1 | 10.8 | 18 | 5 | 1 | 1 Comp |
| 26-Feb | 1 | 11.8 | 20 | 5 | 1 | 1 Comp |
| 5-Mar | 2 | 11.5 | 23 | 5 | 3 | 1 Bus, 1 Comp, 1 NFFD |
| 25-Mar | 3 | 11.2 | 22 | 5 | 2 | 1 Comp, 1 NFFD |
| 26-Mar | 2 | 9.7 | 21 | 5 | 3 | 1 Bus, 1 Comp, 1 NFFD |
| 27-Mar | 2 | 11.3 | 26 | 5 | 4 | 2 Bus, 1 Comp, 1 NFFD |
| 6-Apr | 1 | 11.0 | 26 | 6 | 1 | 1 Comp |
| 10-Apr | 4 | 11.1 | 20 | 6 | 4 | 2 Bus, 1 MRY, 1 Comp |
| 12-Apr | 2 | 10.7 | 22 | 6 | 1 | 1 Comp |
| 17-Apr | 2 | 11.5 | 17 | 6 | 3 | 2 Bus, 1 Comp |
| 23-Apr | 2 | 7.3 | 22 | 6 | 5 | 1 NFFD, 1 Pers, 3 Train |
| 7-May | 1 | 10.7 | 17 | 5 | 2 | 2 NFFD |
| 10-May | 1 | 11.3 | 23 | 5 | 5 | 1 Bereave, 3 Bus., 1 Comp |
| 11-May | 1 | 11.8 | 20 | 5 | 2 | 1 Bereave, 1 Comp |
| 16-May | 1 | 11.8 | 23 | 5 | 3 | 1 Comp, 1 NFFD, 1 Pers. |
| 23-May | 1 | 11.8 | 25 | 5 | 3 | 1 APA, 1 Comp, 1 NFFD |
| 25-May | 1 | 10.7 | 19 | 5 | 3 | 1 APA, 1 Comp, 1 NFFD |
| 26-May | 1 | 10.8 | 25 | 5 | 2 | 1 Comp, 1 NFFD |
| 16-Jun | 1 | 10.5 | 21 | 5 | 6 | 1 Bereave, 1 Comp, 2 NFFD, 2 Pers. |
| 17-Jun | 5 | 10.9 | 23 | 5 | 6 | 1 Bereave, 2 Comp, 2 NFFD, 1 Pers. |
| 19-Jun | 3 | 9.8 | 25 | 5 | 6 | 2 Bus., 2 Comp, 1 Fatigue, 1 NFFD |
| 27-Jun | 1 | 10.7 | 18 | 5 | 7 | 2 Bus., 1 NFFD, 4 Train |
| Total 87 |  |  |  |  |  |  |

July 1 to December 31, 2019 MRP Exceptions

| Date | Number of Pilots | Min. Rest (hours) | Assign. That Day | Roster Short (60 Auth.) | Total <br> Pilots <br> Pulled | Number of Pulled Pilots |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 7-Jul | 1 | 10.9 | 21 | 5 | 2 | 2 Comp |
| 15-Jul | 2 | 9.8 | 11 |  | 3 | 1 Comp, 2 NFFD |
| 16-Jul | 1 | 11.7 | 24 | 5 | 4 | 1 Comp, 3 NFFD |
| 21-Jul | 2 | 11.1 | 19 | 5 | 2 | 1 Comp, 1 NFFD |
| 23-Jul | 3 | 9.3 | 24 | 5 | 3 | 2 Comp, 1 NFFD |
| 24-Jul | 1 | 11.2 | 26 | 5 | 3 | 2 Comp, 1 NFFD |
| 28-Jul | 1 | 11.8 | 18 | 4 | 3 | 1 Comp, 2 NFFD |
| 29-Jul | 1 | 10.9 | 24 | 4 | 3 | 1 Comp, 2 NFFD |
| 13-Aug | 1 | 11.3 | 14 | 4 | 4 | 2 Comp, 2 NFFD |
| 27-Aug | 2 | 11.1 | 20 | 3 | 4 | 2 Comp, 1 J. Duty, 1 NFFD |
| 8-Sep | 1 | 10.5 | 21 | 3 | 6 | 1 Bereave, 1 Bus., 1 NFFD, 3 Train |
| 9-Sep | 2 | 10.9 | 17 | 3 | 6 | 1 Bereave, 1 Bus., 1 NFFD, 3 Train |
| 13-Sep | 9 | 9.8 | 23 | 3 | 6 | 2 NFFD, 4 Train |
| 14-Sep | 1 | 11.3 | 17 | 3 | 6 | 2 NFFD, 4 Train |
| 15-Sep | 3 | 11.7 | 22 | 3 | 6 | 2 NFFD, 4 Train |
| 24-Sep | 1 | 10.3 | 13 | 3 | 3 | 1 Bus., 1 Comp, 1 NFFD |
| 7-Oct | 4 | 10.3 | 22 | 3 | 3 | 1 Comp, 2 NFFD |
| 16-Oct | 2 | 11.0 | 19 | 3 | 3 | 2 Bus., 1 NFFD |
| 22-Oct | 1 | 10.7 | 19 | 3 | 2 | 1 Bus., 1 Comp |
| 2-Dec | 2 | 11.1 | 24 | 3 | 3 | 1 Comp, 2 NFFD |
| 26-Dec | 1 | 9.6 | 18 | 3 | 3 | 2 NFFD, 1 PA Pull |
| 31-Dec | 1 | 9.2 | 18 | 3 | 6 | 2 Comp, 2 NFFD, 1 PA Pull, 1 Riding |
| Total | 43 |  |  |  |  |  |
| 2019 total | 130 |  |  |  |  |  |

Section 237(d)(11)
Pilot Days Training
January 1 to December 31, 2019


Section 237(d)(12)
Number of Days (8 hours) Pilots Were Engaged In Administrative Duties


Activity

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

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

| No. | Pilot | Ship | From | To | Then To | Ride | BoB | LOJ hrs. | LOJ days |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | teague | ARTANIA | (CATA) | SEA | FRNT | 02/08/19 08:00 | 02/10/19 16:50 | 56.8 | 2.4 |
| 2 | JOHNSON | RUBY PRINCESS | SFO27 | MRY | SEA | 03/12/19 20:15 | 03/14/19 16:15 | 44.0 | 1.8 |
| 3 | MURRAY | RUBY PRINCESS | SFO27 | MRY | SEA | 03/19/19 21:15 | 03/22/19 11:35 | 62.3 | 2.6 |
| 4 | LESIEUR | CELEBRITY ECLIPSE | SEA | MRY | SEA | 04/08/19 12:00 | 04/10/19 18:31 | 54.5 | 2.3 |
| 5 | MURRAY | CRYSTAL SYMPHONY | SFO35 | MRY | SEA | 06/18/19 17:15 | 06/21/19 14:00 | 68.8 | 2.9 |
| 6 | teague | LE SOLEAL | SFO27 | MRY | SEA | 09/07/19 21:15 | 09/09/19 20:00 | 46.8 | 2.0 |
| 7 | JOHNSON | RUBY PRINCESS | SFO27 | MRY | SEA | 09/25/19 20:30 | 09/29/19 00:30 | 76.0 | 3.2 |
| 8 | MURRAY | AMSTERDAM | SFO27 | MRY | SEA | 09/27/19 22:15 | 09/29/19 11:30 | 37.3 | 1.6 |
| 9 | LARWOOD | STAR LEGEND | SFO35 | MRY | SEA | 10/01/19 21:15 | 10/04/19 15:00 | 65.8 | 2.7 |
| 10 | teague | STAR PRINCESS | SFO27 | MRY | SEA | 10/02/19 20:30 | 10/06/19 15:00 | 90.5 | 3.8 |
| 11 | JOHNSON | NORWEGIAN JEWEL | SFO27 | MRY | SEA | 10/11/19 16:15 | 10/13/19 11:43 | 43.5 | 1.8 |
| 12 | LARWOOD | SEABOURN SOJOURN | SFO35 | MRY | SEA | 10/13/19 22:15 | 10/15/19 14:00 | 39.8 | 1.7 |
| 13 | teague | ROYAL PRINCESS | SFO27 | MRY | SEA | 10/21/19 21:15 | 10/24/19 13:30 | 64.3 | 2.7 |
| 14 | JOHNSON | ROYAL PRINCESS | SFO27 | MRY | SEA | 11/11/19 21:15 | 11/14/19 13:00 | 63.8 | 2.7 |
| 15 | LARWOOD | CELEBRITY ECLIPSE | SFO27 | MRY | SEA | 11/14/19 19:15 | 11/17/19 15:30 | 68.3 | 2.8 |
| 16 | MURRAY | NATL GEOGRAPHIC | ANC 10 | MRY | SEA | 11/22/19 16:30 |  |  |  |
|  |  | VENTURE | SEA | MRY | VLO 12 |  | 11/25/19 09:00 | 64.5 | 2.7 |
| 17 | LESIEUR | SIRENA | SFO27 | MRY | SEA | 12/11/19 21:15 | 12/13/19 14:00 | 40.8 | 1.7 |
| 18 | LESIEUR | SIRENA | SFO27 | MRY | SEA | 12/16/19 22:15 | 12/19/19 17:15 | 67.0 | 2.8 |

