



**STATE OF CONNECTICUT**  
**DEPARTMENT OF TRANSPORTATION**  
**CONNECTICUT PILOT COMMISSION**



**Minutes of October 9, 2008 Connecticut Pilot Commission**  
**Public Meeting**  
**State Pier**  
**New London, CT 06320**

1.) The public meeting was called to Order at 8:07a.m. Pilot Commission members Captain Rick Barry, Chuck Beck, Alan Blume, Vincent Cashin and Bill Gash were present forming a quorum of five. Also attending were Dave Rossiter of CONNDOT; CDR Kevin Oditt USCG; John Mauro USCG, LT Cowan USCG, George Detweiler, LCDR Matt Wingate NOAA, Joseph Maco, Charlie Jonas, Paul Costabile, Rich Astles, Paul Pernerewski, Phil Gaughran

The minutes of the New York Board of Commissioners of Pilots for the month of September were electronically distributed prior to the meeting. Prior to the start of the meeting all were asked to state their name due to a number of unfamiliar faces. Alan Blume was welcomed as a newly appointed member of the Commission replacing David Shuda.

2.) Having a quorum of 5 members present, on the motion of Chuck Beck and second by Bill Gash, the minutes of the September 11, 2008 public meeting were approved unanimously.

3.) A. Due to the absence of John Lowe there was no update offered on the Fuel Surcharge Index. Chuck Beck mentioned that now would be the time to review the Temporary Fuel Surcharge of \$250 which is due to expire on January 31, 2009. It was decided to make the issue an agenda item for the November meeting. Alan Blume initiated a discussion on whether the current surcharge could be adjusted based on existing fuel prices when the notice to extend the surcharge was published. During the discussion the indication was that it couldn't, which makes the adoption of a fuel surcharge index a priority. There was a review on to whom the money was paid (the pilot boat operator) and how (out of the pilotage fees collected by the Joint Rotation Administrator). Vin Cashin asked Paul Costabile how the fuel surcharge was handled in RI. Paul Costabile stated that the RI boat fee/surcharge was for the boat operation not just the fuel. The boat fee is based on the cost and is part of the invoice presented to the customer/shipping agent/vessel. RI regulates pilot boat safety as follows: 1) Required yearly annual inspection to confirm that the boats are in compliance; 2) Logbooks are to be kept and turned into the Pilot Commission (i.e. manning and pilot station positions are reviewed by the Commission). CT is allowed by statute but does not have any regulations in place for either the safety or operation of pilot boats or for the pilot boat fees. There was a review of the NY harbor pilot boat fees information presented at the September meeting but it was also noted that there was a major volume of traffic difference between New York harbor and Long Island Sound. There was some additional discussion on how the current surcharge chased the price of fuel lagging by at least 6 months. Using an average fuel cost over a shorter period of time was introduced. The need to codify the pilot boat fees into the CT pilotage regulations closed the discussion.

B. Dave Pohorylo was not present to update the Commission on efforts to create a training and certification fund. Under consideration is how the CPC might divert the 6% of pilotage fees from the State of Connecticut's general fund though with the current state of the economy and state budget that is most likely a dead issue. There was a discussion initiated by Bill Gash about the potential use of grant funding from the Department of

Economic and Community Development (DECD) for pilot training. He further stated that the Transportation Committee of the CT General Assembly had indicated support for establishing a training fund during a meeting with its co-chairs several months ago. It was stated that another path would be to pursue a pilotage rate increase, the amount to be set aside for training. That idea led to a discussion on a need for a comprehensive revision of the pilotage regulations to address several issues.

C. The discussion turned to the establishment of a heavy weather pilot transfer station. Chuck Beck reported that there has yet to be any definitive action to the request submitted by the CPC to the CONNDOT Commissioner via letter dated May 30, 2007. The CONNDOT replied to the request on June 26, 2007 indicating that the establishment of a heavy weather boarding station would have to be considered in consultation with the NY Board of Commissioners of Pilots in keeping with the MOA. All were reminded that the Rhode Island Pilot Commission submitted a letter on May 7, 2008 to the CONNDOT in opposition to the establishment of a heavy weather pilot station in Block Island Sound. The NY Board of Commissioners of Pilots submitted a similar letter dated June 16, 2008 stating that they could find no justification for establishing a heavy weather boarding station in Block Island Sound. The CPC letter of request as well as the letters from NY and RI will be brought to the attention of the new CONNDOT Commissioner.

D. Hearings for the three pilots that did not accept a compromise offer of resolution for violation of the boarding regulations have yet to be scheduled.

E. Bill Gash started the discussion about the apprentice selection and training program by making a motion to approve the package that had been drafted by the CPC over the past year. Vin Cashin seconded the motion. Before a vote was taken there was a lengthy discussion. It was pointed out that there was no complete draft document, that there were still some outstanding issues that were noted as comments on the most recent draft. A section by section review was conducted. All agreed to make the interview of prospective candidates the last step. In answer to a question on the status of the training program provided by Interport Pilots it was stated and verified that applicable parts had already been integrated into the draft. A copy of the Northeast Pilots training program that had been submitted to and supplied by the NY Board was compared to the draft document. Both were similar if not in form by function. It was noted that a "practical" evaluation form needed to be created to standardize the underway evaluation during the training process. The need for an applicant score sheet was also identified. The discussion returned to the development of the draft criteria for apprentice pilot selection and training. The last contentious issue was how to decide for what organization would an apprentice work once qualified. Alan Blume stated that the efforts to create an apprentice selection and training program shouldn't be derailed over how the CT pilots would be organized. Chuck Beck disagreed. He stated that since the beginning of the work on the draft document he had raised the issue. He further stated that a requirement for new pilots to be under one organization would be the only way to bring order and resolution to a host of problems. Using the very desirable apprentice selection and training program as leverage towards the unification goal was the way to progress. Through further discussion it was stated that "most all of the pilots" are already working under one organization called the Interport Pilots Agency d.b.a. CT State Pilots. Charlie Jonas stated that he would provide the registration documents via e-mail. The three members of the CT side of the Executive Board of the Block Island Sound Pilots (the Joint Rotation Administrator) were all present and asked and agreed to provide a letter or resolution concerning all pilots working under Interport

Pilots Agency d.b.a. CT State Pilots. The discussion concluded and the motion passed unanimously. A motion was made by Bill Gash and seconded by Alan Blume to forward the recommended apprentice selection and training document to the CONNDOT Commissioner and ask him to immediately adopt. There was a discussion about the need to codify the apprentice selection and training document into the pilotage regulations prior to implementation. The question was raised as to whether the CONNDOT Commissioner could implement the apprentice position as policy vs regulation. Chuck Beck stated that he would raise the issue with the DOT legal unit but felt that the regulatory process would be the answer. Doing so would provide the public notice requirement. Additionally, assuming that the apprentice program was adopted, there would have to be a public notice with regards to a CT license opening making it all the more important to have the apprentice selection criteria codified by regulation.

4. A. The need to start thinking about the Temporary Fuel Charge renewal was already discussed in Old Business (3.A.).

B. A copy of the July 1, 2007 to June 30, 2008 Annual Report had been electronically circulated to the CPC members for consideration prior to the meeting. There was little to no discussion with the exception of minor edits to be made. A motion to accept the report with the changes was made by Bill Gash, seconded by Vin Cashin and passed unanimously.

C. A copy of the calendar year 2009 schedule of meetings of the CPC that had been agreed upon at the September 11, 2008 meeting was reviewed for accuracy. The 2009 CPC meetings will be held on the second Wednesday of each month starting at 0900 at the CG SECTOR Long Island Sound facility in New Haven. It was noted that the November 11, 2009 meeting was Veterans Day (a Federal and State Holiday) but there was no opposition to keeping the date. The schedule will be posted on the CONNDOT/CPC web page.

D. John Mauro of the First Coast Guard District provided information on the Block Island Sound Port Access Routing Study (PARS) process. The process started over 4 years ago through a request by the CT pilots. Normally such a review would take 18-24 months but it has been 36 thus far. Part of the delay was caused by the Broadwater project. The current effort has separated Broadwater from the PARS process. The purpose of the presentation was to: provide a summary/update; solicit public comments and additional information; present specific questions; explain any contemplated vessel routing measures under consideration and their legal ramifications. Questions were raised about establishing a pilot transfer station as part of the PARS. It was stated that pilotage was a state regulatory function. Thus, the results of the PARS might depict/chart the pilotage stations but not determine their location. Mr. Mauro requested a representative from the CPC to be on a BIS PARS workgroup. Vin Cashin made a motion to have Alan Blume represent the CPC on the workgroup which was seconded by Chuck Beck and approved unanimously.

5. Dave Rossiter stated that he several minor corrections to the Annual Report for consideration. Chuck Beck stated that he would get Dave's input and compare to the document that had been approved. A question was asked by Vin Cashin about the annual letters of reminder from CONNDOT to the CT licensed pilot to submit their request to renew their licenses. Chuck Beck had the letters with him and distributed them to the four pilots in attendance (Cashin, Gaughran, Jonas and Maco). He stated that the rest would be mailed in the afternoon upon his return to the office.

6. CDR Oditt provided a summary of the LIS Area Maritime Security Commission meeting

held on 30 September 2008 at the Mashantucket Museum. He provided an update on the Transportation Worker Identification Credential card program. He provided information on the Maritime Transportation System (MTS) Recovery Plan and the Heavy Weather Plan for CG SECTOR LIS. He stated that the next LIS Harbor Safety Committee meeting would be November 5, 2008. Lastly, CDR Oditt mentioned that a Waterways Analysis and Management System (WAMS) review was forthcoming for New London and New Haven, and lightering zones and would welcome input from pilots before the formal comment period begins.

7. The Commission did not meet in Executive Session.

8. A motion to adjourn was made by Vin Cashin, seconded by Alan Blume and passed by unanimous vote. The meeting adjourned at 1017.

The Commission's next public meeting is scheduled for 8:00 a.m. on Thursday, November 13, 2008 at the Coast Guard Sector Long Island Sound offices in New Haven, CT

Richard Barry  
Acting Chairman, Connecticut Pilot Commission