

**Connecticut Pilot Commission  
Summary Report November 14, 2011 Public Meeting  
Coast Guard Sector Long Island Sound  
New Haven, CT**

- 1.) The public meeting was called to Order at 8:32 a.m. by the Chairman, Peter Boynton. Pilot Commission members Chuck Beck, Alan Blume, Bill Gash, Phil Gaughran and Ralph Gogliettino were also present. Also attending were Rich Astles, Paul Costabile, Tom Dubno, Scott Esposito, Charlie Jonas, Keith Kelsey, Joe Maco, James Mahlmann, Bill Mulligan, Mike Peszke, Brad Pimer and Alex Woodworth. All present were asked to introduce themselves.
- 2.) A motion was made to approve the summary report of the October 19, 2011 meeting by Bill Gash and seconded by Phil Gaughran. There was no discussion. The motion passed by unanimous vote.
- 3.) Continuing Business:
  - A. Goals and Objectives – The Chairman tabled discussion until the December meeting.
  - B. Apprentice Pilot Update - Chuck Beck provided an update on the apprentice selection process. He stated that interviews of the four (04) applicants eligible were scheduled to take place later in the day, starting at 1200 November 14, 2011. The fact that there were still some outstanding issues as yet unresolved was raised. Specific reference was made to letters dated in Feb and April 2011 from the CTDOT to both the CPC and the CT State Pilots about the need for information that would help manage the apprentice selection process. Copies of the letters were provided to the Chairman who read passages from the letters for the benefit of all. After general agreement that the request was pretty straight forward and a request from the Chairman, Phil Gaughran agreed to provide a draft reply for review. A question was asked about maintaining a list of qualified apprentice applicants for a period of time. Chuck Beck stated that he did not believe that there was any provision in the regulations to maintain such a list but he would have to check to be certain. Beck was asked by the Chairman to check and let all of the Commissioners know.
  - C. Pilotage Rates and Fees –
    - (1) Pilotage Rates: Chuck Beck stated that a letter from Attorney Kevin Reynolds had been received in the morning just before departing Newington for the CPC meeting. The letter was a request on the behalf of the CT State Pilots for a pilotage rate increase. Copies were distributed. Phil Gaughran apologized for the lateness of the letter but the lack of power in the greater Hartford area had delayed preparation of the letter for at least a week. The letter reaffirmed a requested for a 12% pilotage increase, 4% for three consecutive years. Additionally, the letter requested an increase in other incidental charges as listed on a tariff sheet provided with the letter. After reviewing the letter, the Chairman focused on the last bullet of paragraph 2 located on page 4 concerning senior Connecticut pilots to work a reduced share and receive extra compensation for their years of service. The Chairman suggested that the topic be added to the December CPC meeting agenda for discussion, perhaps in Executive Session. Alan Blume expressed a concern about the first bullet of paragraph 2 located on page 3, specifically the definition of "Post Licensing" training. Chuck Beck sought clarification of the use of the term "infrastructure" as presented in the beginning of paragraph 2 on page 3. He also wondered why the transit pilotage rates were not included in the comparison of the CT pilotage rates and other locations. Charlie Jonas provided some answers and clarified that all distance in one of the tables was from the Point Judith boarding station, adding that the distance to the Montauk boarding station was about the same. Bill Gash did a quick comparison of the requested pilotage rate increase to the CPI change of the same period of time. He determined that the requested increase was greater than the CPI but still put the CT licensed pilotage at an economic disadvantage (earning less per pilotage unit) compared to neighboring pilot organizations. The Chairman stated that numbered paragraphs 1 and 3 seemed to justify a rate increase but paragraph 2 did not. He further stated that additional information would be better. Alan Blume asked about a breakdown of how the rate increases would be applied; in other words to a boat

fund or training fund or equipment fund, etc. The Chairman agreed and asked how other organizations handle such a breakout of pilotage rates. Chuck Beck stated that it differed by organization but he thought that the Sandy Hook Pilots of NY and NJ and the NY Board of Commissioners had specific surcharges for a pilot boat repair/replacement fund as well as a pilot training fund. The Chairman asked Chuck Beck to confirm and report at the December meeting.

Charlie Jonas offered to provide the breakdown of the current pilotage fees such as the reduced share and extra compensation in Executive Session today vs waiting until December. In response to a question Jonas stated that the continuing training was different from finishing training. Continuing training was aimed at the licensed pilots and included training at or by MSIS as well as ship handling courses. After some additional discussion, the Chairman asked Alan Blume to provide information on standard continuing training requirement throughout the pilot industry at the December meeting. Alan Blume agreed but opined that the training issue could be handled separately from the rate increase request. He also recommended that the CPC review and perhaps revise the Goals and Objects set about two years ago. The Chairman asked Chuck Beck to provide a copy of the Goals and Objectives document to him and Alan Blume electronically.

Paul Costabile asked if the rate increase request letter penned by the attorney had been reviewed by the NY side of the RSEB or sent to the NY Board of Commissioners. After some discussion the answer was no. Charlie Jonas stated that he had spoken to Hank Mahlmann, President of the Sandy Hook Pilots about the rate increase. He also stated that the NY Board was aware of the rate increase request since they noted in their monthly Board minutes that the CPC was entertaining the request. Paul Costabile reminded all that rate increase requests as well as safety issues were the purview of the entire RSEB not one side or the other and not any specific member of the RSEB. In response to a question, Phil Gaughran stated that the last RSEB meeting had been over 12 months ago. He then stated that an RSEB meeting was scheduled to be held immediately after the CPC meeting. In response to a request on why some of the discussion was going to be held in Executive Session, the Chairman provided clarification of what would (limited to proprietary financial information) and would not (general information such as training) be discussed in Executive Session. The Chairman also asked Phil Gaughran to arrange for the rate request letter to be re-addressed and sent to the Executive Director of the NY Board. There was a discussion about the process for initiating and staffing such a request. Once the request for an increase was mailed to both the CTDOT and the NY Board, the CPC would weigh in with a recommendation. It was stated that the ideal chain of event would have a letter signed by both sides of the RESEB sent to both the CTDOT and the NY Board for consideration with a copy to the CPC requesting support. The CPC would analyze the request and provide a recommendation to the CTDOT. The CTDOT would coordinate with the NY Board. If approved as requested or amended, each of the regulator bodies would have to follow their respective regulatory process to get the rate increase codified. The Chairman then asked for a standing agenda item to be added to the CPC Agenda; RSEB Update.

(2) Fuel Surcharge: No discussion held

D. Pilot Exchange Card – Due to the absence of John Love the topic was tabled to be on the December agenda.

E. Pilot Boat Certification – Chuck Beck reminded all of the issue: a request initiated by Tom Walker to get his pilot boat certified by the CTDOT as specified in the State Statutes. Beck reported that he had drafted a legislative change that would require pilot boat owners/operators to self-certify their pilot boats by having a marine surveyor conduct an inspection in accordance with current industry standards. A copy of the draft legislation was part of the meeting package. In response to a question about where in the legislative change process the document might be, Beck stated that he believed it had left CTDOT and was at OPM for review.

4) New Business -

A. 2012 Meeting Schedule: A draft 2012 meeting schedule was part of the CPC meeting package for consideration. The draft schedule was based on meeting the third Monday of each month except on those months when that Monday was a holiday. On the months with the holiday Monday conflict, the meeting would be moved to a week later, the fourth Monday of the month. A motion was made by Bill Gash to accept the draft 2012 agenda. The motion was seconded by Alan Blume and passed by unanimous vote.

B. P.O.R.T.S. – Chuck Beck reported that he recently had a meeting with LT Brent Pounds and Mr. Darren Wright of NOAA to discuss the MOA between NOAA and the CTDOT related to the New Haven Harbor Tide Station. The current MOA for the ongoing management, operation and maintenance of the Physical Oceanographic Real-Time System (PORTS) is about to expire. After some discussion a motion was made, seconded and approved for the Chairman to send a letter of support for CTDOT to renew the MOA. Chuck Beck was asked to draft and provide the letter.

5) Connecticut Department of Transportation comments – Nothing to report.

6) U S Coast Guard -

A LIS AMSC Update - Nobody present, nothing to report

B LIS HSC Update – Nobody present, nothing to report

7 ) Public Comments - The Chairman took the opportunity to thank the Commissioners and interested parties in attendance for their continued participation as well as their accommodating the changes to the monthly meeting schedule. He acknowledged that everybody had a full time job, thus their participation was a sacrifice to public service.

8 ) Executive Session – A motion was made, seconded and passed to enter into an Executive Session to discuss proprietary personnel and financial matters. The public meeting was suspended at 0935. The public meeting reconvened at 0954. The Chairman reported that no motions were made, no votes taken during the Executive Session.

The Chairman entertained a motion for the CPC to send a letter of recommendation to the CTDOT related to the requested pilotage rate increase. A motion was made by Ralph Gogliettino for the CPC to send a letter to the CTDOT in support of the requested pilotage rate increase as presented in a letter from Attorney Reynolds. The motion was seconded by Phil Gaughran. There was some additional discussion related to the lack of specific supporting information in Attorney Reynolds' letter. The motion was passed with 6 affirmative votes and one abstention (Beck). The Chairman asked Chuck Beck to draft the letter.

9 ) Adjourn - A motion was made by Bill Gash to adjourn, seconded by Alan Blume and unanimously approved. The meeting adjourned at 1026.

**The Commission's next public meeting is scheduled for 8:30 a.m. on Monday December 19, 2011 at the ConnDOT HQ building in Newington, CT**