

**Connecticut Pilot Commission  
Summary Report December 22, 2010 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 Rick Barry, Chuck Beck, Peter Boynton, Bill Gash, Phil Gaughran and Dave Pohorylo were present forming a quorum of six. Ralph Goglettino arrived shortly after the meeting was convened. Also attending was Dave Rossiter of CTDOT, CDR Amy Beech of the USCG, Paul Costabile, Tom Dubno, Charlie Jonas and Bill Mulligan.

2.) A motion to approve the summary report of the November 16, 2010 meeting was made by Rick Barry, seconded by Chuck Beck and approved with 4 affirmative and 3 abstaining votes. The Chairman welcomed Phil Gaughran to the Commission as the replacement for Vin Cashin.

3.) Continuing Business:

A. Goals and Objectives

(1) Apprentice Selection and Training Regulation - Chuck Beck advised that the Apprentice Selection and Training regulation went before the Legislative Regulation Review Committee on Tuesday 12/21/2010 and was approved unanimously. He stated that the regulation would become effective once filed with the Secretary of State's Office which should take place within a week. In response to a question, he stated that there was no discussion. The agenda item was called. A motion to approve with technical edits and substitute pages was made, seconded and approved by unanimous voice vote. In response to a request by the Chairman, Beck read the edits that were made and generalized the technical changes. Charlie Jonas thanked the CTDOT specifically Beck and the Chairman for meeting with him to discuss issues related to the regulation the week or two before. He also thanked all for supporting the regulation.

(2) Review and Discuss Goals and Objectives – No comments offered.

B. Recency Issues – The agenda item was carried over to allow Alan Blume to report on information he might have obtained on how other states are handling recency issues in the face of reduced vessel traffic. In the absence of Alan Blume due to illness, the Chairman read an e-mail received from Blume earlier in the morning. The e-mail reported that Blume had reached out to several other entities but had not made contact at this time. He hopes to have the information sought at the January 2011 CPC meeting. Charlie Jonas stated that the CT Pilots have adopted the practice of having a pilot on each watch who is recent in all of the waters. He clarified that a watch is a two week period.

4.) New Business

A. Joint Rotation Administrator – Bill Gash had asked for the issue to be on the agenda and took the lead. The specific question asked is when does the current contract with the Joint Rotation Administrator (Block Island Sound Pilots) get renewed. Paul Costabile, the Executive Director of the Joint Rotation Administrator (JRA), stated that he wasn't sure but that the regulations called for an annual review. Dave Pohorylo stated that he thought the contract had expired. Both Charlie Jonas and Bill Gash stated that the CPC had reviewed the JRA performance a couple of years ago and that Bill Gash was a member of the CPC contingent. It was established that any such review was prior to 2005. Bill Gash proposed that another review be conducted; a mini audit of sorts. Chuck Beck opined that evaluating the performance of the JRA was not the business of the CPC. The Chairman stated that perhaps the CPC could evaluate the performance of the JRA within the scope of its "advisory role" to the CTDOT Commissioner.

Beck advised that if the evaluation involved a trip to Newport by one or more members of the CPC that there was no budget for travel. Paul Costabile inquired as to what exactly the purpose of the review might be. He stated that the financial bookkeeping can be reviewed by any pilot at any time, limited to that pilot's financials. A review of all of the pilots' records would require a release from the pilots due to the proprietary nature of the financials. After Bill Gash stated that he was not certain of the purpose of the review, the Chairman stated that perhaps the first step would be to review the contract document. Any review of the JRA by the CPC would be on behalf of the CTODT in order to avoid any potential procedural problems. Charlie Jonas stated that there is no problem with the billing that he knew of but that there were dispatching issues of concern. Bill Gash stated that perhaps dispatching problems could be corrected by a review of the contract. Paul Costabile stated that he had not heard anything about dispatching problems until today. He added that dispatching can be complicated by various factors such as a pilot's recency for certain parts of the waters, travel time for a pilot to get to a port or rest time between assignments. He stated that the JRA distributed the assignments to all of the pilots in the rotation, thus all could track. The Chairman stated that one of the functions of the CPC meetings was to raise issues, review them and hopefully come to a resolution. He asked Chuck Beck if he could provide a copy of the JRA contract to the CPC Commissioners so that all could review prior to the January meeting. Dave Pohorylo asked Chuck Beck if the contract with the Block Island Sound Pilots was the result of a competitive bid. Beck reminded Pohorylo that the JRA had been hired years before the position of the Maritime Manager had been created and that perhaps he as a long standing member of the CPC would be in a better position to know. Phil Gaughran commented that the control of the telephones (point of contact for arranging pilot services) could be used to divert vessel traffic from a CT port to another. Chuck Beck stated that the business of the JRA was to assign a pilot upon request of the vessel or shipping agent. Ports of call were arranged by others. Dave Pohorylo disagreed. He stated that to calls made by entities seeking new business could be diverted. The Chairman repeated his recommended measure approach: Obtain the contract, distribute to the CPC Commissioners, discuss as an agenda item at the January 2011 CPC meeting.

B. 2011 Meeting Schedule – The Chairman brought all's attention the copy of the CPC meeting schedule for calendar year 2011. Bill Gash asked why some of the meetings were scheduled in Newington at CTDOT HQ vs. continuing to hold all of the meetings in New Haven, a more central location. Chuck Beck advised that as covered in the November 16, 2010 meeting summary report approved at the top of the meeting, the 2011 CPC meeting schedule had been discussed at the November meeting, adjusted and approved by the unanimous vote of those CPC Commissioners present. He also stated that holding some meetings at CTDOT had not been his idea. The Chairman stated that it was he who thought that a meeting a quarter at CTDOT HQ was a good idea as it would allow the CTDOT leadership to attend more conveniently if so desired. In general, the 2011 CPC meetings will be held at 0830 on the third Tuesday of each month with a couple of exceptions: no meeting in August, meetings in February and March on the following (4<sup>th</sup>) Tuesday (Feb 22 and March 22).

C. NY Definition of Pilotage Terminology – Chuck Beck stated that the issue had been discussed and resolved at the November CPC meeting, thus should not have been on the agenda.

5. CONNDOT Comments – Dave Rossiter requested an opinion from the CPC on the further need of the Supplemental Medical Examination Information form used by the CTDOT as part of the license renewal process. The issue is that language related to the ability of a pilot to climb ladders on the new federal form (CG-719K) documenting a pilot's annual physical is more general than previous language. The Supplemental form contains specifics on the physical demands of a pilot and requires the physician's signature that the pilot can meet those demands. After some discussion about redundant paper work and potential liability coverage, the chairman offered that it might be best to ask the CTDOT to consider whether or not the Supplemental form is still needed. Chuck Beck stated that on behalf of the CTDOT, the completion of the Supplemental form would still be required.

6. USCG Comments

A. LIS AMSC – CDR Amy Beech stated that there was nothing new to report relative to the LIS AMSC. The Chairman stated that in his capacity as the DEMHS Commissioner, he co-chaired a meeting of the LIS AMSC Executive Steering Committee on December 2, 2010. The main topic was the role out of the LIS AMSC Concept of Operations document by the consultant. The CONOP document will actually be a family of documents; an umbrella CONOP and one for each of CT's deep draft ports. An item of concern was a lack of any reference to the security escorts in New London relative to the movement of USN submarines. Potential co-mingling of Federal appropriated funds with port security grant funds was identified as the reason. The solution will be a reference in the specific promulgation letter for the New London CONOP document. The Chairman asked CDR Beech about getting the CPC on the distribution for the CONNOP letters of promulgation.

B. LIS HSC – CDR Amy Beach stated that there would be a HSC teleconference in February. Phil Gaughran asked a question about the new regulations that codified the anchorages off the CT deep draft ports, specifically the affect the regulations have on using Anchorage E near New London. As he understood it, only those anchorages defined in the new regulation could be used and Anchorage E was not included. CDR Beech stated that was not her interpretation, nor the intent. Chuck Beck reminded all of the discussion on this very issue at the November CPC meeting. That discussion ended when LT Coleman committed to determining how, when and for what reasons the anchorage areas were made mandatory and reporting back to the CPC at the December meeting if not sooner by e-mail. The Chairman read from an e-mail provided by LT Coleman on 12/02/2010. He stated that it had initially looked like the CG would be able to add some language to the regulation to clarify their required use, but ran in to a snag at District Legal and Headquarters. CG Sector LIS had intended to include instructions for those seeking to anchor elsewhere in situations where doing so would be more practical, but were ultimately unable to do so because of being outside of the comment period. At this point, the regulation will have to move forward as is. However, CG Sector LIS will be able to review and approve alternate anchorage requests via Captain of the Port Order on a case by case basis. Any such requests would need to be sent to the CG Sector LIS Command Center for review and approval. If this process does not end up meeting the needs of the Pilots, we can amend the regulation at a later date. CDR Beech stated that a COTP Order might not be the best tool but that since the regulations will be enforced by CG Sector LIS personnel, the matter could be managed. The Chairman stated that item will be kept on the agenda for tracking purposes until resolved.

7. Public Comment – Charlie Jonas stated that the pilots were working on a 5-10 year plan and that he would provide a copy to the CPC at the next meeting. The Chairman stated that it will be an item on the January 2011 meeting agenda.

The Chairman made mention of the Governor-elects port development plan and call for a state port authority and asked if anybody had any comments. Chuck Beck clarified a statement made by the Chairman by stating that a Bradley Airport Authority was a separate issue from a maritime related state port authority (SPA). In response to a direct question about his involvement, Tom Dubno stated that the CT Maritime Coalition had submitted a position paper to the Transition Team's Transportation Policy Committee. The paper covered where the SPA should reside, called for respect for the local port authorities and consideration to keep the existing CT Maritime Commission. He stated that similar information had been submitted to both of the campaign staffs prior to the election. Bill Gash stated that it was significant that the Governor elect was showing an interest in the ports since all of the ports were presently underutilized.

Charlie Jonas stated that a modified version of the detention policy in the regulations was going to be implemented at the Riverhead platform for delays in mooring caused by personnel problems at the platform. It was recommended that the policy be provided in writing so that it could be equitably applied at other facilities if needed.

8. Executive Session – Executive Session was not requested or held.

9. A motion to adjourn was made by Dave Pohorylo, seconded by Bill Gash and approved by unanimous vote. The meeting adjourned at 0920.

The Commission's next public meeting is scheduled for **8:30 a.m. on Tuesday January 18, 2011 at the Coast Guard Sector Long Island Sound in New Haven, CT**

Peter Boynton  
Chairman, Connecticut Pilot Commission