



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



**Minutes of April 10, 2008 Connecticut Pilot Commission**  
**Public Meeting**  
**Bridgeport Port Authority**  
**330 Water Street, Bridgeport CT**

The public meeting was called to Order at 8:02a.m by the Vice Chairman in the absence of the Chairman. Pilot Commission members, Captain Rick Barry, Captain Chuck Beck, Captain Vince Cashin, John Love, Dave Pohorylo, Dave Shuda, Bill Gash and Joe Russo were present. Also attending were Alan Stevens, Dave Rossiter, Captain Charlie Jonas, Captain Joseph Maco, Captain Michael Ball, Captain Rich Astles and Vernon C. Miller.

The minutes of the New York Board of Commissioners of Pilots for the month of March were distributed.

On the motion of Captain Cashin, seconded by Captain Beck, the minutes of the Commission's March 13, 2008 public meeting were approved as drafted by a unanimous vote.

John Love provided information on the rack price for diesel fuel at New Haven as a possible means of establishing a fuel surcharge index. The discussion centered on the desire of the Commission to establish an automatic adjustment to pilot boat fees as opposed to a semi-annual fuel surcharge adjustment as has been done in the past. Using a recreational boat/trucker source of diesel is considered more appropriate than a marine index due to the differences in quantities of fuel purchased. Two possible methods of implementing a fuel adjustment were mentioned. One would be to continue a fixed cost plus a fuel adjustment. The other would be to change the pilot boat fee to a percentage of the overall pilotage rate. There was also a discussion concerning the frequency that a fuel adjustment should be made; annually, semi-annually or quarterly. The end result of the discussion was that information on the actual cost of running the pilot boats would be sought from the current pilot boat operators. Then a draft change to the pilotage regulations would be prepared that would codify the pilot boat fees including a fuel cost adjustment provision. The draft regulation would be reviewed/discussed at a future Commission meeting.

The Commission discussed a mechanism for funding training and certification. Draft letters had been provided to Commissioners and interested parties to be used to raise the level of consciousness of key CT legislative leaders on the issue. However, only one person had actually modified and sent such a letter. Dave Pohorylo "volunteered" to head a sub-committee to develop the best plan of attack for the Commission to take in order to create a training and certification fund for CT Licensed pilots. Steps could include seeking legislative relief, seeking support of other organizations such as the CT Maritime Commission and the CT Maritime Coalition, pursuing a letter writing campaign and/or creating the fund via a pilotage rate regulatory change. The issue will be continued on the agenda.

Captain Beck advised the Commission that CONNDOT continues to consider the Commission's recommendation that a heavy weather pilot station be established in Block Island Sound. However, no action is anticipated until after the new CONNDOT Commissioner reports for duty. The issue will be continued on the agenda.

Captain Beck provided a summary of the status of settlement discussions with pilots regarding alleged boarding/disembarkation violations. Two Connecticut-licensed pilots have consensually resolved their alleged violations. Two pilots have indicated a desire to have all charges resolved through the administrative hearing process. No action is being considered against two pilots. Three others have approximately two weeks to respond to the latest and last offer. No hearings have been scheduled at this time.

The Commission continued its development of the draft criteria for apprentice pilot selection and training developed by Captain Cashin and Captain Barry. Captain Barry had met with Charlie Jonas about changes to his training criteria recommendations. The criteria will be added to the working document. The issue will be carried to the May agenda.

Several articles on the recent collision of the COSCO BUSAN with the support tower of the San Francisco-Oakland Bay Bridge. The recent Board of Commissioners of Pilots of the State Of New York Opinion and Order concerning the collision between the M/V BARKALD and S/V ESSENCE was also discussed.

Questions were raised as to why the Opinion and Order had not been circulated by the Block Island Pilots who had been on the original distribution.

Mr. Rossiter provided information related to a report by the Master of the SAGA ENTERPRISE touching bottom while discharging cargo at the State Pier on 29 March 2008. A description of the steps taken by CONNDOT including the results of a preliminary finding of an underwater inspection was provided and intended action. More information will be provided to interested parties as developed

No Coast Guard representatives were present to offer comments. All were reminded of the Coast Guard Sector Long Island Sound's request at the March meeting for comments related to the proposed anchorage area NPRM being drafted.

Captain Maco reported that oil tankers could be returning to Port Jefferson, NY. Pilot recency for Port Jefferson could be an issue. The New York Board of Commissioners is considering allowing rides on the Port Jefferson-Bridgeport Ferry to count towards recency. Captain Cashin reported that the last Turbana ship was discharging cargo in Bridgeport. The sudden passing of Northeast Marine Pilot Captain Lanier was mentioned.

The Commission did not meet in Executive Session.

The public meeting was adjourned at 9:09 a.m. The Commission's next public meeting is scheduled for 8:00 a.m. on Thursday, May 8, 2008 at the State Pier in New London, CT. M/S MAASDAM is expected to arrive in New London on 8 May as well.

Richard Barry  
Vice-Chairman, Connecticut Pilot Commission