



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



**Connecticut Pilot Commission**  
**Summary Report July 21, 2009 Public Meeting**  
**Coast Guard Sector Long Island Sound**  
**New Haven, CT**

1.) The public meeting was called to Order at 8:30 a.m. by the Chairman. Pilot Commission members Rick Barry, Chuck Beck, Peter Boynton, Vincent Cashin, Bill Gash, Ralph Gogliettino, John Love and Dave Pohorylo were present forming a quorum of eight. Also attending were Deputy Commissioner Al Martin, Dave Rossiter and Alan Stevens of CTDOT; Capt Dan Ronan, CDR Kevin Oditt and BM1 Michael Presti of the USCG; Phil Gaughan, John Jamroga, Charlie Jonas, Joe Maco and M.A. Pesztie.

The Chairman stated that CTDOT Deputy Commissioner Martin was expected and that when he arrived the agenda would be interrupted to accommodate introductions and a question and answer session with him.

The minutes of the New York Board of Commissioners of Pilots for 9, 16 & 30 June as well as 7 & 14 July 2009 were distributed electronically prior to the meeting.

2.) A motion to approve the summary report of the June 16, 2009 meeting was made by Vin Cashin and second by Bill Gash. The motion carried unanimously.

3.) Continuing Business:

A. Fuel Surcharge Index – Chuck Beck stated that the comment period related to the public notice about the extension of the temporary pilot boat fuel surcharge had expired on 15 July 2009. No comments were received. Further discussion on a fuel index was deferred due to the pending arrival of Alan Stevens who had prepared formula and justification on creating a fuel index formula.

B Training and Certification Funding – No discussion was offered.

C. Apprentice Selection and Training – Accession and Attrition. Dave Pohorylo initiated the discussion calling for the lifting of the moratorium on new licenses. He stated that the new pilots were needed due to the collective age of the current CT licensed pilots. Just as the discussion started, Deputy Commissioner Martin arrived. Members of the CPC as well as the interested parties present introduced themselves by name organization and in the case of the Commissioners who appointed them. After making his apologies for arriving late and also for having to leave early, Deputy Commissioner Martin stated that the CTDOT was committed to working closely with the CPC on pilotage issues. He also stated that he planned on attending meetings in the future. The Chair noted that the CTDOT was in the process of re-structuring due in part by personnel losses created by the state's retirement incentive program. He further noted that the CPC had previously provided recommendations to the CTDOT Commissioner via the Bureau of Aviation and Ports and that the Deputy was now serving as the Bureau Chief. The Chair made reference to the CPC's letter about Objectives and Goals dated 24 June 2009. He then brought the Deputy up to speed on the topic at hand: Apprentice Selection and Training and its relationship to the moratorium presently in place on the licensing of new pilots. The Chair then offered other CPC Commissioners an opportunity to raise their concerns. Vin Cashin stated his frustration with getting CTDOT to act upon recommendations submitted by the CPC. He stated that the CPC members were all volunteers whose recommendations were focused on safety of

life and protection of property and the environment. Peter Boynton stated that he had expressed the same sentiment to the Deputy during a meeting held several days before. Dave Pohorylo echoed Vin Cahsin's comments. He further opined that the 9 CPC members had more knowledge than the cumulative knowledge of all of CTDOT on pilotage issues. He provided an example of the CTDOT taking over a year to reply to CPC correspondence such as the apprentice selection and training program. He concluded that he had not seen anything different coming out of CTDOT in the 10 years he has been a member of the CPC. There was some discussion on several items that the CPC had with CTDOT assistance accomplished such as the rate increase and the establishment of an active pilot on the CPC. Peter Boynton re-stated the need to codify CTDOT staff support to the CPC. Bill Gash raised the issue of the 6% of gross the pilots are required to pay to the CT General Fund. He stated that the pilots are the only organization in the state that has to pay such a fee. A summary of the attempts of the CPC to "divert" the 6% to a pilot training fund was provided. Rick Barry expressed his frustration with the delays to the apprentice selection and certification process caused by the legal review and limitations imposed. Deputy Commissioner Martin stated that he appreciated all of the comments and that he understood the level of frustration. He stated that CTDOT Commissioner Marie and he were committed to work with the CPC towards improving the safety of CT's waterways and the development of maritime commerce. The Deputy re-stated that he plans on attend more meetings, that the Commissioner is accessible and that he speaks with the Maritime Manager (Chuck Beck) on almost a daily basis. Peter Boynton attempted to return the conversation to the agenda: Apprentice Selection and Training. He stated that the whether or not the moratorium needed to be lifted first or later was a matter of tactics. He asked a general question about whether or not the next step for the CPC should be a recommendation to lift the moratorium. Several members stated yes, that the moratorium should be treated as a separate issue. Additional comments were offered related to the need to act now due to the age of the current licensed pilots. Bill Gash moved that the CPC send a letter to the CTDOT recommending that the moratorium on issuing new pilot licenses be lifted. The motion was seconded by Vin Cashin and approved unanimously. Chuck Beck reminded all that here was another issue that needed to be addressed related to both the moratorium and the apprentice program: the number of licensed pilots required to meet the demand had to be established. The Chairman stated that it would be best to make the topic an agenda item for the next meeting. Bill Gash suggested that the number of pilots needed be put back on the current pilots to figure out. The Chairman asked Vin Cashin if he could work with the other pilots to come up with the number of pilots needed. Charlie Jonas weighed in with support to the lifting of the moratorium and stated that his organization had already taken on potential candidates due to the delays in codifying the apprentice selection and training process. Joe Maco stated that there were lots of other related issues that need to be considered such as the MOA with the New York Board and who could supervise training rides. The Chairman attempted to move the discussion along. Bill Gash asked a question related to the 70/30 split on assigned pilot work and then suggested that the CPC should petition the CTDOT to provide paid staff to the CPC. The Chair stated that the topic would be added to the agenda of the next meeting. He also asked Bill Gash to draft a letter on the issue in preparation for the next meeting.

The discussion returned to 3A Fuel Surcharge Index. Alan Stevens provided information on a source (The Dept of Energy's U.S. National Average Diesel Fuel Index) upon which a fuel surcharge could be based. The index falls in line with the concept being considered by the CPC; a vase price to which surcharges can be applied. There was some discussion on the consumption information that had been previously provided to the CPC by pilot boat operators and how that information should be used to establish a base boat operating charge. Alan Stevens was asked to provide a working example on how the base cost and surcharge might work for the next CPC meeting.

D. Reimbursement of Necessary Expenses – The Chair stated that the topic was contained in attachment to the 24 June letter about the CPC's objectives and goals though not as a priority item at this time. There was no further discussion.

E. Goals and Objectives – A copy of the 24 June letter to the CTDOT was part of the meeting package. The Chairman summarized his meeting with Deputy Commissioner Martin held on Friday 17 July 2009 where he emphasized the priority items.

4.) New Business

A. Training Rides – The Chair thanked Charlie Jonas for the document he had previously distributed that provided a policy statement regarding current licensed pilots accommodating requests from other pilots/trainees needing recency or training rides. He further stated that he had gotten comments expressing concerns that all participants be treated equally and that the policy not be used to execute a personal agenda. Chuck Beck opined that the policy document fell a bit short in that it still allowed an individual licensed pilot to refuse to cooperate at his discretion. Vin Cashin stated the need for transparency. There is a balance between abuse and forcing a pilot to accommodate another which could be counter productive. Rick Barry agreed with Vin Cashin and further stated that the courts have ruled in favor of an apprentice pilot having when denied access to the training opportunities. There was some additional discussion as to whether additional language should be added to the policy document but no action was taken.

B. Anchorage Designation – Letter of Support. The Chairman read aloud the draft letter that was part of the meeting package supporting designated anchorage areas in Long Island Sound as described in a recent NPRM. Vin Cashin move to accept, sign and send the letter. The motion was seconded by Rick Barry and approved by unanimous vote. A signature ready copy of the letter was presented to the Chairman which was signed.

C. CPC Attendance – Bill Cash stated a perceived need to establish attendance rules. He made a motion that action should be taken against a member if a CPC Commissioner missed 3 scheduled meetings in a row, 5 meetings in a year or 8 meetings in a 2 year period. Questions were asked about clarification on the actions to be taken and excused absences to which Bill stated that the motion needed a second before discussion. No second was provided so the motion died.

5. CONNDOT Comments – Dave Rossiter stated that the NY Board of Pilots is considering arranging for medical support to review medications prescribed to pilots during license applications/renewals. Some medications might preclude fitness for duty. He suggested that the CPC consider similar action. The Chair thanked him for the information and recommended that the CPC keep an eye on similar steps being taken by the Coast Guard. It was decided to put the item on a future agenda and to provide information such as the NVIC link in the next meeting package for all to review.

6. USCG Comments – Captain Ronan provided information on the Investment Justifications (IJ) related to the FY 2009 ARRA Port Security Grants. He also provided information on the FY 2008 and 2009 Port Security Grants stating that there is \$8M available for the Tier II ports of New London, New Haven and Bridgeport. He then introduced CDR Eric Doucett who had recently relieved CDR McKenna.

CDR Oditt asked the pilots in attendance if they could plan on staying after the next CPC meeting in September to discuss CG boarding operations. On behalf of the CPC Commissioners, the Chairman expressed appreciation for the CG hospitality in allowing the CPC meetings to take place at the CG Sector LIS office in New Haven. The Chairman then addressed his move from TSA CT to serve as the Commissioner of the CT Department of Emergency Management and Homeland Security effective 28 August. He stated that he has received permission from the Governor to continue serving as the Chairman of the CPC and intends to do so.

- 7. Executive Session – The need for an Executive Session was not raised.
- 8. A motion to adjourn was made by Vin Cashin, seconded by Rick Barry and approved by unanimous vote. The meeting adjourned at 0959.

The Commission's next public meeting is scheduled for **8:30 a.m. on Tuesday September 15, 2009 at the Coast Guard Sector Long Island Sound in New Haven, CT**

Peter Boynton  
Chairman, Connecticut Pilot Commission