



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
CONNECTICUT PILOT COMMISSION



Connecticut Pilot Commission
Summary Report September 15, 2009 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. Pilot Commission members Rick Barry, Chuck Beck, Peter Boynton, Vincent Cashin and Dave Pohorylo were immediately present forming a quorum of five. Ralph Gogliettino arrived later. Also attending were Dave Rossiter of CTDOT; CDR Kevin Oditt LT Jud Coleman and BM1 Michael Presti of the USCG; LCDR Matt Wingate NOAA, Fred Hall, Tom Dubno, John Jamroga, Charlie Jonas, Joe Maco, Ted Sanford, Keith Kelsey and M.A. Peszke.

2.) A motion to approve the summary report of the July 21, 2009 meeting was made by Vin Cashin and second by Dave Pohorylo. The motion carried unanimously.

3.) Continuing Business:

A. Fuel Surcharge Index – Chuck Beck stated that the Department of Transportation had notified the Pilot Commission by letter dated 22 July 2009 that temporary pilot boat fuel surcharge was approved for another six months. The new date of expiration is 31 January, 2010. Further discussion on a fuel index was deferred due to the absence of Alan Stevens.

B Objectives and Goals – Chuck Beck brought to the attention of all, the CTDOT letter in the meeting package dated 28 July 2009 that responded to the CPC letter of 24 June, 2009 establishing Objectives and Goals. The Chairman pointed out that the letter addressed the importance of establishing an Apprentice Selection and Training program via a regulatory change. The CPC draft document has been converted to regulatory format. The draft regulation will be advanced through the regulatory review process set forth in the Uniform Administrative Procedure Act. Vince Cashin recommended that the Chair meet with the Department to try and expedite the review process. The Chair stated that he was pleased with the CTDOT letter and plans on meeting with Deputy Commissioner Martine on a routine basis. The letter also addressed the request that the Department codify CTDOT staff support to the CPC by indicating that the Maritime Office has been directed to provide staff support to the CPC which has been done as a matter of routine for over four years pending legislative/statutory change. Lastly, The Chairman pointed out that a long running issue related to the establishment of a heavy weather boarding station in Block Island Sound was addressed in the letter. Having consulted with the pilot commissions of the neighboring states (RI and NY), The Department can not support the establishment of a heavy weather pilot transfer station within Block Island Sound as recommended by the CPC by letter on 30 May 2007.

C. Anchorage Designation – Chuck Beck advised that the CPC letter dated 21 July 2009 supporting the establishment of designated anchorages in Long Island Sound had been signed by the Chair and transmitted to the Federal DOT Docket Management Facility via its web portal. Vin Cashin expressed his gratitude for the letter.

D. Training Rides – As a carry over from last meeting, there was a short discussion on the Connecticut State Pilot Executive Board's Policy Statement. No action was deemed necessary by the CPC.

4.) New Business

A. License Moratorium – A draft letter from the CPC to CTDOT recommending that the moratorium on issuing new CT marine pilot licenses be lifted was the focus of discussion. There was some discussion on the correct average age of the current pilots. A motion was made by Dave Pohorylo to approve the letter and send it to CTDOT. The motion was seconded by Vin Cashin and passed unanimously. A signature ready version of the letter was presented to the Chairman and signed. A follow-on discussion ensued concerning the need to identify the number of licensed pilots needed. Dave Pohorylo opined that the number of licensed pilots should be determined by the pilots. The Chairman reminded all that is exactly what had been asked of the pilots at the July meeting. Vin Cashin stated that he agreed with Dave and that he had been asked to poll the pilots but had been distracted by other issues and was not able to gather the information. There was some additional discussion that the number of pilots needed to cover the work changed on a week to week basis. Dave Pohorylo restated his opinion that determining the number was not up to the CPC. Chuck Beck read the applicable section of the state statute (CGS Section 15-13c(e)) that specifically tasks the CPC with setting “the appropriate number of state licensed pilots necessary for the safe, efficient and proper operation in the ports and waters of the state, including the waters of Long Island Sound”. There was some discussion about the relationship between the moratorium and determining the number of licensed pilots needed. It was stressed that steps needed to be taken as soon as possible to get some apprentice applicants into the selection and training process primarily due to the age of the currently licensed pilots. The Chair summarized by stating that the pilot organization has a role in assisting the CPC in determining the number of licenses needed. He further stated that the pilot organization should make a request to the CPC, the CPC would evaluate and then forward a recommendation to the CTDOT. Dave Pohorylo restated his position that the CPC didn’t need to look too deeply into the matter. It was up to the pilots. Ralph Gogliettino asked if the number once set was changeable. All agreed that it was depending on attrition as well as vessel traffic changes. Charlie Jonas described how his work schedule was set and how an additional pilot would provide some relief. Vin Cashin agreed to have a recommendation on the number of pilots needed from the pilots for the October meeting.

B. CPC Paid Staff – Letter of Request In the absence of Bill Gash who had asked for the agenda item at the last meeting, Chuck Beck presented the issue. He reminded everybody of the draft letter of request in the meeting package from the CPC to the CTDOT to establish a specific paid staff position similar to that provided to the Transportation Strategy Board and the Bradley Board. The draft letter was reviewed. Dave Pohorylo made a motion to approve the letter which was seconded by Vin Cashin. The motion passed unanimously. A signature ready version of the letter was presented to the Chairman and signed.

C. Medical Requirements for Federal License – The Chairman had asked that the link to the NVIC that covered medical review issues be provided. Chuck Beck made note that that the link to the NVIC was included in the e-mail that distributed the meeting package to all interested parties.

D. Situational Awareness – A request was made by Ted Sanford to add this item to the agenda. He had provided a copy of a letter on the topic he had submitted to SOUNDNGS but had not received a response. The safety issue raised pertains to a slow moving vessel with a low height of eye meeting a large vessel and getting within a mile. In this situation, the masthead lights on the large vessel appear to reverse in height from the smaller vessel perspective. The reversal can give the smaller vessel the misperception that the large vessel is heading away vs right at the smaller vessel causing the smaller vessel to enter an extremis situation. Vin Cashin

agreed with Ted but provided caution due to pending litigation. The Chairman asked the CG members present about training opportunities to educated boaters about the situation. CDR Oditt stated that he would look into opportunities such as the LIS Harbor Safety Committee. Chuck Beck asked about transmitting the matter to the State Boating Law Administrator requesting the issue be added to Boating Education courses. After some process discussion it was agreed that Ted Sanford would edit his article a bit and send it to the CPC. The CPC would then forward the letter to the SBLA. A motion was made by Vin Cashin to adopt the plan. The motion was seconded by Rick Barry and was approved unanimously. The Chair asked Chuck Beck to draft the forwarding letter. Joe Maco asked if any studies had been done by the CG concerning use of flashing yellow lights on tugs and tows due to reported close encounters. CDR Oditt responded that he did not know of any.

E. Changes to Coast Pilots – Chuck Beck provided a summary of why the topic was on the agenda. LCDR Matt Wingate provided the details stating that he had been working with the CG, specifically LT Coleman, to correct some language in the Long Island Sound sections of the Coast Pilot related to the location of boarding stations. Additionally, the opportunity was being used to update the contact information for the pilot organizations. Chuck Beck added that the draft changes had been distributed to member of the pilot organizations asking them to verify the information. CDR Oditt remarked that there was a tight deadline this time but that all should continue to submit changes needed for next year's submissions.

F. Bridgeport Rezoning – Chuck Beck summarized the issue. CTDEP had received an application from the Bridgeport-Port Jefferson Ferry to relocate its operation in Bridgeport from the current terminal on the west side of the harbor to the southeast half of the Coastline Terminal on the east side of the harbor. The proposed location of the ferry operation would reduce the available mooring space at the Coastline Terminal from approximately 1000 feet to approximately 500 feet. CTDEP had requested CTDOT assistance in determining the affect the proposed move might have on mooring vessel at the remainder of the wharf as well as on the viability of the remaining lay down area of the terminal. Chuck Beck had distributed the information supplied by CTDEP to the CPC distribution list asking that the pilots, facility owners and shipping agents come prepared to provide information that would then be forwarded to CTDEP. There was discussion about why the ferry would moor along side vs stern to. Fred Hall provided the response as well as stating that the current terminal would be retained as a back-up mooring. Pilots generally stated that mooring vessel that commonly called upon Bridgeport in the remaining 500 foot wharf space would not be any more difficult than what had been done in the past. One comment was made concerning the loss of half the wharf limiting larger ships such as the Hoegh car carrier from calling upon Bridgeport. A counter comment was offered that larger ship would not come to Bridgeport until the channel was restored to its federally authorized channel depth. Dave Pohorylo stated that a reality check was needed. There had not been much traffic (vessel calls) into Bridgeport for several years. There was also nothing on the horizon for larger ships to come to Bridgeport. He concluded that use of half of the Coastline Terminal property by the ferry might be the best chance of keeping the terminal viable. Dave stated that the remaining 11 acres would be sufficient for lay down of general cargo including cars. He further stated that the ports of New London and New Haven were underutilized, that New Haven was a better port to handle any increase in shipping and that the Port of Bridgeport was had been dead since the departure of Turbana. A major concern expressed by a couple of the pilots present was establishing/keeping a bollard on the wharf near where the bow of the ferry was proposed. The bollard is needed to take a stern or bow line for a ship moored to the remaining wharf space. Fred Hall stated that establishing/keeping the bollard would not affect the proposed ferry operation. In response to a question from Joe Maco if other locations had been explored, Fred Hall answered yes but either there wasn't enough depth or the locations were too far from the main channel. Joe Maco asked

a follow-up question about intermodalism but the Chairman and others reminded him that the issue was focused on the affects of the remaining Coastline Terminal and vessel mooring not traffic or intermodalism. Dave Pohorylo agreed stating that the topic was docking not traffic. Ralph Gogliettino concurred with Dave Pohorylo.

G. Annual Report – The Chairman pointed out that a draft 2008-2009 Annual Report had been distributed as part of the meeting package. He asked is there were any additions edits or corrections recommended. Noting none a motion was made by Vin Cashin to approve the Annual Report. The motion was seconded by Rick Barry and approved unanimously.

5. CONNDOT Comments – Dave Rossiter made reference to the future meeting with Deputy Commissioner Martin. He recommended that assistance from the Department's legislative liaison and the legal unit be requested to make certain that the proposed changes to the regulations relative to the apprentice selection and training comport with existing state statues.

6. USCG Comments – CDR Oditt introduced LT Colman. He also made reference to a letter signed by Captain Ronan to the CTDOT Commissioner in support of the CPC's Objectives and Goals particularly establishing an apprentice selection and training program as soon as possible as a means to enhancing maritime safety and the protection of the environment. Chuck Beck will get and distribute a copy to the CPC. CDR Oditt stated that the CG Sector LIS would be making some changes to reduce the reporting requirements of setting Condition Whiskey in response to approaching storms. The Chair requested that the CT Department of Emergency Management and Homeland Security be notified when storm conditions are set and of any subsequent reports. CDR Oditt stated that CG Sector LIS was already working with DEMHS and in fact had a presence in the State's OPCEN during activations. CDR Oditt stated that the next LIS Area Maritime Security Committee meeting would be on 29 September 2009 in Bridgeport. He also stated that the LIS anchorage regulation had been sent to the First Coast Guard District office in Boston and that the CPC letter of support was appreciated. A comment was made about the pilots being the first line of defense against the introduction of H1N1 by a crew on a foreign flag vessel and safety concerns. CDR Oditt stated that BM1 Presti would be available after the CPC meeting to meet with pilots to discuss CG boarding procedures. Vin Cashin asked for feedback on the CG inspectors who had conducted ride alongs with pilots. CDR Oditt reported all that all was going well, a good opportunity to bring newly reported CG personnel up to speed in the AOR.

7. Executive Session – The Chair asked if there was a need for an Executive Session; no need was expressed.

8. A motion to adjourn was made by Rick Barry, seconded by Vin Cashin and approved by unanimous vote. The meeting adjourned at 0955.

The Commission's next public meeting is scheduled for **8:30 a.m. on Tuesday October 20, 2009 at the Coast Guard Sector Long Island Sound in New Haven, CT**

Peter Boynton
Chairman, Connecticut Pilot Commission