



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



**Connecticut Pilot Commission**  
**Summary Report September 20, 2011 Public Meeting**  
**Coast Guard Sector Long Island Sound**  
**New Haven, CT**

1.) The public meeting was called to Order at 8:34 a.m. by the Chairman. Pilot Commission members Chuck Beck, Alan Blume, Peter Boynton, Bill Gash, Phil Gaughran, Ralph Gogliettino, John Love and Dave Pohyrol, were present. Also attending were Dave Rossiter of CTDOT, Capt Joe Vojvodich, CDR Amy Beach and LT Ben Duarte of CG Sector LIS, John Mauro and LTJG Slavitt of CCGD1, Scott Esposito, Bill Mulligan, Charlie Jonas, Brad Pimer, Keith Kelsey, James Armante and Tom Dubno. All present were asked to introduce themselves.

2.) A motion was made to approve the summary report of the June 21, 2011 meeting by Bill Gash and seconded by John Love. There was no discussion. The motion to accept the summary report passed by unanimous vote.

3.) Continuing Business:

A. Goals and Objectives – Chairman Boynton tabled discussion until the October meeting

B Request for Apprentice Pilot - Chuck Beck provided a general update on the apprentice selection process. He stated that there had been 13 applicants of which 8 were found to meet the minimum requirements as set forth in the CT Regulations. Of the 8, 5 showed up to take the written examination. Of the 5, 4 are eligible to be interviewed. Further discussion was deferred to Executive Session.

C Pilotage Rates and Fees - Chairman Boynton requested committee reports on the pilotage rate increase, the boat launch issue and the fuel surcharge.

Fuel Surcharge: Dave Pohyrol stated that the fuels surcharge issue had been resolved at the June meeting and it was up to CTDOT to implement the recommendations. It was pointed out that there had not been any transmission of what the CPC had decided thus was recommending to the CTDOT other than what was in the June draft minutes. Chairman Boynton stated that he would follow up with Chuck Beck on the matter. Beck added that in the absence of CPC meetings in July and August, the CTDOT unilaterally extended the fuel surcharge of \$200/transit for another 12 months. Copies of the documentation were in the meeting package.

Boats Launch: A supplemental meeting package had been distributed to the CPC and interested parties on Monday 9/19/2011. One of the documents advised that an agreement had been reached among the pilots, shipping agents. The shipping agents reserve the right to hire the boat launch but have agreed to certain standards related to boat size and equipment carriage requirements to ensure a safe operation. No action on the part of the CPC was deemed necessary.

Pilotage Rate Increase: There was nothing new to report. Chuck Beck reminded all that the pilots had made a proposal to increase the pilotage rates but justification information was not included. Phil Gaughran stated that he would gather the information but would appreciate assistance in the type of information needed. Chuck Beck will check the records related to the previous rate increase and provide to Phil to be used as a guide.

4 ) New Business - None was on the agenda but by a motion, second and unanimous vote, the CPC discussed the Pilot Exchange Card issue, submitted electronically by Frank Keane, Executive Director of the Board of Commissioners of Pilots for the State of NY and circulated to the CPC and interested parties as part of the supplemental meeting package on Monday

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**DRAFT NOT YET APPROVED BY CPC**

9/19/2011. The NY Board has drafted language to be added to the NY licensed pilot cards which defines the role/responsibility of the state pilot. The NY Board requested that similar language be added to standardized cards of NY and CT licensed pilots operating in the MOA waters of LIS. The Chairman read the proposed language for the record. There was a lengthy discussion initiated by John Love about the master's rights to intervene and potential legal ramifications. Alan Blume stated that he was aware of similar but different language in other state and recommended that the CT Statutes and Regulations be consulted before any decision is made on adopting such language. The discussion centered around the master having control of his vessel at all times vs a right to intervene with the pilots control under certain circumstances. Most all agreed that the concept of standard language was a worthy goal but more research was needed. Charlie Jonas commented that the pilots will do what is safe and added comments related to other safety issues and a team effort. Bill Gash reflected that if its not broke don't fix it. The Chairman decided to table the issue pending the research on the CT Statutes and Regulations.

5) Connecticut Department of Transportation comments

Dave Rossiter read from an e-mail from Captain Tom Walker regarding pilot boat Olympic, and his continuing interest in obtaining a certificate of compliance with Connecticut regulation for the Olympic. Dave advised that he and Chuck Beck had discussed and agreed that the CTDOT would postpone the issuance of any certificates of compliance pending the development of CT regulations. In reality, no certificates had been issued in over 6 years. Capt Walker had been so informed. Charlie Jonas added that the DOT issued a Temporary Certificate of Compliance 10-12 years ago. After further discussion, John Love moved that the CPC supports the CTDOT approach to develop safety standards of pilot boats as required by CT Statutes. The motion was seconded by Alan Blume. During further discussion Bill Gash raised a question with regards to such regulations applying to all pilot boats or only those that operate in CT waters. The motion passed with 6 affirmative, 1 negative vote (Pohorylo) and 1 abstention (Beck)

6) U S Coast Guard

A LIS AMSC Nothing reported

B LIS HSC UPDATE – CDR Amy Beach reported on a M/V KING HAKAN incident which was a reported fire on a coal carrier. She also initiated a discussion on the Hurricane Irene operations. Chairman Boynton thanked the CG for their presence in the State EOC during the hurricane event. Capt Vojvodich thanked all concerned on their interest and assistance in the waterway recover aspect of the storm. He encouraged all to send ideas to Scot Graham as part of the lessons learned. Chuck Beck thanked Scot Graham for banging out the Hurricane advisory and port conditions e-mails directly to the CPC and CTMC over the weekend.

The floor was turned over to John Mauro from CCGD1 Waterways to discuss the Montauk and Block Island sound PARS. The Montauk/BIS PARS has been in the works for over 6 years. The proposed changes to charts of the area were now being advertised in the Federal Register a second time as a supplemental recommendation. John encouraged all to review the proposed changes in the Federal Register and to submit comments no later than October 9, 2011. Comments can be sent via e-mail to John at [john.j.mauro@uscg.mil](mailto:john.j.mauro@uscg.mil) or via the Federal Register web portal [www.register.gov](http://www.register.gov) using document number USCG-2005021650. The issues included adjusting an existing routing measure along the coast of RI, changing the color of the routing measure from green to magenta, establishing a new routing measure from the MP buoy to the northeast along the west side of Block Island, relocating the Point Judith boarding station, defining the Montauk boarding station on the chart, the removal of the Watch Hill Boarding Station and the possible removal of the MP buoy among others. It was stated that the Montauk/BIS PARS has taken on new importance due to the Atlantic Coast PARS being

conducted by the CG. The Atlantic Coast PARS is driven by the potential location of wind driven power generators along the coastal areas.

The Chairman wanted to hear from the pilots concerning the continued use of the MP boarding station as well as the possible elimination of the MOP buoy. Charlie Jonas stated that the MP boarding station is not an issue because its being used less and less. He then provide information on the need to adjust the routing measure along the south coast of RI because the current locating if followed by a deep draft vessel (60ft) does not allow for maneuvering to starboard due to insufficient water depth. A similar explanation was given for relocating the PJ boarding station slightly to the west. Keith Kelsey spoke in support of Charlie Jonas' concerns. John Mauro reminded all that the routing measures were only recommendations. However, several of the pilots attending the meeting related that the shipping companies had strict rules about using the routing measures. Alan Blume offered to draft comments concerning the proposed changes to the routing measures for the consideration of the CPC. He will submit the comments to Chuck Beck who will distribute them to the CPC Commissioners for approval. Once approved, the comments will be e-mailed to John Mauro.

7 ) Public Comments - Chuck Beck advised that the NOAA representative LT Brent Pounds had asked to meet with Beck on 19 October after the CTMC meeting being held at the Fort Trumbull Conference Center in New London. The purpose of the meeting was to discuss adding a visibility sensor to the PORTS station in New Haven. Beck reported that he had recommended that the meeting be held after the CPC meeting on 18 October to allow for the participation of the pilots but LT Pounds could not accommodate due to a schedule conflict. Thus, Beck extended an invitation to any and all of the pilots to participate in the discussion on 19 October.

Charlie Jonas reported that Tom Walker's wife reported that Tom had sustained an injury that would prevent him from meeting his pilot schedule at this time. Few details were available concerning how the injury occurred or the extent of the injury.

Peter Boynton announced that he had resigned from his position as the Deputy Commissioner for Emergency Management and Homeland Security effective Sept 21, 2011. A new job opportunity had presented itself with Northeastern University as the co-director of a newly forming Homeland Security Research Institute. The Chairman stated that he did not know what the impact will be on his ability to remain the Chair of the CPC at this time. HE concluded his remarks by stating that it has been a pleasure, privilege and honor to be the Chairman of the CPC and work with the other Commissioners.

8 ) Executive Session – An executive Session was called at 0938. The public meeting was reconvened at 1007. The Chairman reported that no motions were made nor votes taken during the Executive Session.

9 ) Adjourn - A motion was made by Dave Pohorylo to adjourn, seconded by Bill Gash and unanimously approved. The meeting adjourned at 1008.

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

Peter Boynton  
Chairman, Connecticut Pilot Commission