

**Connecticut Pilot Commission
Summary Report September 16, 2014 Public Meeting
New Haven Regional Fire Training Academy
230 Ella Grasso Blvd
New Haven, CT**

- 1.) Call to Order and Introductions - The public meeting was called to Order at 10:00 a.m. by Chairman Bill Gash. Pilot Commission members/designees Chuck Beck, Wynne Bohannon, Mike Eisele, Phil Gaughran, were also present. Also attending were Rich Astles, Paul Costabile, Tom Dubno, Charlie Jonas, Joe Maco, Brad Pimer, Alan Richardson, Dave Rossiter and CDR Jason Gunning..
- 2.) Approval of Minutes - A motion was made to approve the summary report of the July 15, 2014 meeting by Mike Eisele, seconded by Wynne Bohannon and passed by unanimous vote.
- 3.) Public Comments – None offered
- 4.) U.S. Coast Guard Comments – CDR Jason Gunning introduced himself as the new Chief of the Prevention Division of CG Sector LIS. He provided some of his background. Phil Gaughran used the offer of any questions to raise recent problem with a private foreign flagged yacht being delayed from entering the LIS AOR, specifically the Thames River. As reported the vessel EXCELLENCE 5 was arriving Eastern LIS from Newport, RI where it had been for several days. The Master of the vessel had not submitted the NOA forms for entering Sector LIS as required thus, was delayed about 5 hours resulting in missing the tide and arrival the next day. CDR Gunning didn't readily have any of the details but stated he would check into the case and report back.
- 5.) Connecticut Department of Transportation – Dave Rossiter Commented on the draft letter intended to be sent to the CTAG distributed by Mike Eisele prior to the meeting. Dave advised that he believed procedurally, any correspondence to the CTAG requesting a legal opinion had to be routed through/originated by the CT DOT Commissioner.
- 6.) Continuing Business:
 - A. Investigative Process for Incidents/Accidents – In the absence of Commissioner Blume the topic was deferred to the October meeting.
 - B. Gap Analysis CT & NY State Licensing Requirements – The gap analysis table previously prepared by Commissioner Blume was part of the meeting package material. However, in the absence of Commissioner Blume the topic was deferred to the October meeting.
 - C. P.O.R.T.S. – The Chairman reported that he had spoken to State Senator Stillman about taking steps to get the P.O.R.T.S. Bond request on the September Bond Commission agenda. He also stated he had asked the New Haven Port Authority to raise the P.O.R.T.S. Bond request issue with their State Senator/ Representatives to do the same. The Chairman added that the word is that there will not be a September Bond Commission meeting and it is most likely that the October and November meetings will be canceled as well.
- 7.) New Business
 - A. Draft Changes to the CGS Chapter 263 Harbors and Rivers – The Chairman initiated the discussion by stating that any action on the topic be placed on hold until the October meeting. However, he solicited ideas on what type of changes should be made to CGS Section 15-13 and CGS 15-15 among other Sections. The Chairman reminded all that the pilots had been asked several times in the past for recommended changes to the pilot licensing requirements specified in the CGS 15-13 but nothing has been submitted. The discussion concluded with direction from the Chair to carry the topic to the October meeting under Continuing Business.

B. Pilot Licensing Issues – Draft Letter to the CTAG – The Chairman thanked Mike Eisele for preparing the draft letter to the CTAG and generally asked whether or not the CPC should move forward with the letter. Mike Eisele initiated discussion by stating that he had misgivings with the draft letter wondering aloud if the intended topic had been framed correctly. Mike provided an overview of the issue as he understood it: CT requirements for getting a pilot license are more stringent than NY's; generally related to the number of trips required within a specified time period. He provided an overview of the Boundary Waters Act which entitles CT and NY pilots to pilot ships through Long Island Sound to each state's ports. The Act is not clear as to whether or not it applies to piloting ships into each other's ports. However, the MOA signed by CT and NY did expand the definition of boundary waters to include harbors. In response to a question posed by Mike of why this is an issue, Phil Gaughran stated that the CT pilots bend over backwards to meet the CT requirements whereas NY issues pilot licenses as needed without meeting the CT stringent requirements. Mike Eisele asked which is more appropriate: lessening the CT requirements or asking NY to raise theirs. Phil Gaughran responded that a happy medium would be best but something had to be done soon because CT was about to run out of pilots. The consensus was that it might be best to ease the CT requirements within standards that would maintain safety of navigation and the protection of the marine environment. Chuck Beck summarized what had transpired in the past covering how, by whom and for what reason the current licensing requirements were established.

Mike Eisele offered three possible courses of action: (1) CPC/CTDOT could appeal to the NY Board to tighten the licensing standards for the MOA waters to better match CT's. (2) CT could request that the MOA be redrafted changing the definition of boundary waters excluding the NY pilots from piloting in CT harbors. (3) CT should amend the CGS and the CT Regulations related to the licensing requirements to better reflect today's environment. Consensus was the third option would be the best option. Consensus was also that the draft letter should be abandoned.

The discussion turned to what exactly needed to be changed. Based on comments from Phil Gaughran, the CGS Sections were OK but the CT Regulations, specifically the Apprentice Selection and Certification regulations needed to be changed. Additionally the manner in which the waters of LIS are divided for licensing needs to be changed. The recommendation put forth was that all of LIS should be one zone like it used to be. When pressed for when KLIS was treated as one zone, Phil produced his 1990 pilot license. Mike Eisele noted that that was well before the MOA was entered. Making LIS one zone would require a change in the definition of "waters" in the regulations and most likely need to be coordinated with the NY Board. There was some discussion on the differences between the trip requirements for an original license and those to maintain recency as well as other requirements for an original license that could be made less restrictive. Wynne Bohannon expressed the need for pilot input to any change. The Chairman stated that he had asked the pilots for recommendations the past 3 months or so. After clarifying that as the chosen pilot representative he could speak for them, Phil Gaughran stated that he had offered some changes at the July CPC meeting but they got shot down. Mike Eisele reminded Phil that a majority of the Commissioners had supported the discussed changes and appeared to be in support again. The Chairman provided guidance to Phil on the limits of proposed changes, asked him to take the issue to the pilots and requested he bring suggestions to the next CPC meeting. Mike Eisele concluded the discussion by stating that nobody was proposing to challenge the authority of the NY Board to license pilots in the MOA waters including CT harbors.

C. CT Port Authority Legislation – Update

The Chairman advised that Tim Sullivan had indicated that the first meeting of the Port Authority Working Group (PAWG) would be held on or about October 1, 2014 in Hartford. He reminded all that Dave Pohorylo had been appointed as the CPC representative to PAWG. An appointment list to the PAWG as of Sept 2nd was part of the meeting package. Chuck Beck updated the list stating that Tom Dubno had been appointed (by the Senate Majority Leader) and Bob Ross had been added by Commissioner Smith

D. CPC 2015 Meeting Schedule – Chuck Beck introduced the draft 2015 CPC meeting schedule for consideration. The Chairman stated that since not all of the CPC Commissioners were present he would like to defer action on schedule until the October meeting.

Before adjourning, Chuck Beck reminded all that the CPC Commissioners' contact list was part of the meeting package. He asked all to review and advise if any changes were needed. The list included the term expiration dates of the appointed CPC Commissioners.

11. Adjourn - A motion was made by Mike Eisele to adjourn. The motion was seconded by Wynne Bohannon and unanimously approved. The meeting adjourned at 10:58 AM.

All were reminded that the next CPC meeting is scheduled for **10:00 a.m. on Tuesday October 21, 2014 at the New Haven Regional Fire Training Academy located at 230 Ella Grasso Blvd. in New Haven, CT.**