

Connecticut Pilot Commission

**Minutes of June 9, 2005 Public Meeting
Connecticut Department of Transportation
2800 Berlin Turnpike, Newington CT**

MINUTES

The public meeting was called to Order at 8:15 a.m. Pilot Commission members Michael J. Eisele, Vernon C. Miller, David Pohorylo, David Shuda, and William Gash were present. Also in attendance were Richard Jaworski, Alan Stevens, David Rossiter (all CT DOT), Captain Charles Jonas, Captain Ted Melancon (both Interport Pilots Agency, Inc.), Captain Vince Cashin (Connecticut State Marine Pilots Association), Captain Ken Warner, Captain Michael Ball (both Block Island Pilots), and Captain Ted Sanford.

The Pilot Commission reviewed draft minutes of the May 12, 2005 public meeting. Upon the motion of Mr. Miller, seconded by Mr. Gash, the minutes were unanimously approved.

Mr. Eisele circulated minutes of the New York Board of Commissioners.

Mr. Eisele reported that there have been no developments in the New England Shipping Company v. Block Island Pilots, et al. case. The Commission will continue to monitor the progress of this litigation. Mr. Pohorylo has recused himself from any participation in this matter.

Mr. Eisele distributed copies of the New York Board of Commissioners' May 17, 2005 affirmance of its Opinion and Order dated September 28, 2004 regarding the pilotage of the M/V CLIPPER REGAL and M/V MAASDAM by Captain Walker.

The Pilot Commission discussed the 1st annual review of the Joint Administrator's performance. Mr. Miller reported that the subcommittee (consisting of Mr. Miller, Mr. Gash, and Mr. Shuda) had completed its review and was considering possible recommendations, including the appointment of a Connecticut-based Joint Administrator. There was discussion regarding the infrastructure necessary to carry-out the Joint Administrator's duties. Mr. Eisele reported that the New York Board was interested in conducting a joint evaluation. Several pilots commented that two pilot groups were involved in merger discussions, including consolidation of pilot boat operations. The Commission discussed the feasibility of a merged pilot group seeking appointment as Joint Administrator. Members of the subcommittee agreed to meet with interested pilots to discuss the possibility of a unified Connecticut pilotage group. This issue will be continued to the July, 2005 public meeting.

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Captain Sanford proposed that the Pilot Commission recommend to DOT that the existing list of applicants for pilot licenses be abolished and that a new list be established with imposition of an annual fee. The Commission discussed the need for a comprehensive recommendation regarding the selection and training of new pilots. No action was taken.

Mr. Stevens advised the Pilot Commission that Mr. Jaworski had visited the PORTS station in New Haven harbor and reviewed the history of the DOT's support for the station. DOT is attempting to resolve administrative issues before it can commit to continue funding for the PORTS Station in partnership with NOAA as previously recommended by the Commission.

Mr. Eisele distributed copies of the Pilot Commission's May 20, 2005 response to the Coast Guard's request for comments regarding removal of the BIS buoy. Captain Warner reported that the Coast Guard has decided to retain the BIS buoy.

The Pilot Commission reviewed a request for an increase in pilotage rates by Connecticut State Marine Pilots Association, Inc. The proposal includes a rate increase spread over three years, with a portion of the increase to be dedicated to the purchase of a pilot boat, as well as an increase in the minimum and maximum number of pilot units, detention fees, cancellation fees, and docking fees. Mr. Eisele noted that it was desirable for New York and Connecticut to have identical rates and that the New York Board needs legislative approval for rate changes. The New York Board has offered to jointly review the entire rate structure. The Commission will continue discussion of rate issues at its July, 2005 public meeting.

Mr. Miller reported on both New York and federal requirements for the filing of incident/accident reports. Mr. Miller will compare these requirements with the Connecticut standards and advise the Commission if he believes that any recommendation to the DOT is warranted.

Mr. Pohorylo will invite a representative of Broadwater Energy to attend the July, 2005 public meeting for the purpose of discussing pilotage issues.

The public meeting was adjourned at 9:40 a.m. The Commission met briefly in Executive Session, but did not take any action.

The Commission's next public meeting is scheduled for Thursday, July 14, 2005 at 8:00 a.m., to be held at the Connecticut DOT, State Pier, New London.

Michael J. Eisele
Chairman, Connecticut Pilot Commission