

**Connecticut Pilot Commission
Summary Report October 16, 2012 Public Meeting
Coast Guard Sector Long Island Sound
New Haven, CT**

1.) The public meeting was called to order at 10:05 a.m. by the Chairman, Bill Gash. In addition to the Chairman, Pilot Commission members Alan Blume, Bill Borek, Phil Gaughran, Ralph Gogliettino as well as CTDOT Designee Chuck Beck were present. Members of the public in attendance were Alan Steveris and Dave Rossiter from the CTDOT, Paul Costabile, Tom Dubno, Charlie Jonas, Joe Maco, Mike Peske, Alan Richter and Pat Kennedy.

2.) Review and Approval of the Previous Meeting Summary Report (September 18, 2012)
The Chairman noted one minor type-o and requested one word change in the summary report. A motion to approve the summary report with the changes was made by Alan Blume. Phil Gaughran provided a second. There was no further discussion. The motion was approved by a unanimous vote.

3.) Public Comment: None offered. The Chairman took the opportunity to add a review of the draft 2013 CPC meeting schedule provided with the meeting package to the agenda under New Business.

4.) U.S. Coast Guard – Comments
A. LIS AMSC Update: No CG official was present.
B. LIS HSC Update: No CG official was present.

5.) Rotation System Executive Board (RSEB) – Update: Phil Gaughran stated that the RSEB had not met since the last CPC meeting so there was nothing to report. There was a brief discussion concerning who should be providing the update since the Joint Rotation Administrator was present.

6.) Connecticut Department of Transportation comments: Dave Rossiter announced that he had brought a copy of the recent condition survey of New Haven harbor conducted by the Army Corps of Engineers. He also had material related to the degaussing range work about to begin in the Thames River channel in New London. Alan Stevens advised that a public hearing on the disposition of Plum Island was scheduled to be held at 7 PM on Wednesday October 17, 2012 in the Old Saybrook Community Center building located on the waterfront.

Joe Maco asked if anybody had any information on the proposal for the New London Historical Society to take responsibility for lighthouses (specifically Gull Island Light) on some of the islands along the CT coast in Long Islands Sound. In the absence of a CG representative, Chuck Beck provided a summary of the historic lighthouse transfer program that had been developed in the early 1990s by the First CG District Aids to Navigation and Waterways Management Branch and the CG Civil Engineering Unit Providence. Bottom line is that although a qualified non-profit could take over the property, the CG remains responsible for the signal.

7.) Continuing Business:
A. CPC Investigative Process – Alan Blume stated that CGS 15-13c makes the CPC responsible for investigating marine casualty involving a CT licensed pilot. He referenced the M/V Cosco Busan incident in San Francisco Bay. The CG will investigate what happened but might not delve into recommendations about potential sanctions on the state license held by the pilot. Options would be for the CPC to retain an independent investigator but has no budget. Blume stated that the CPC needs to determine how a required investigation will be conducted before an incident occurs. He stated that the NY Board coordinates investigation with the CG via an MOA. The NY Board Executive Director opens a case and the Board uses a member as the hearing officer. The hearing officer makes recommendations to the NY Board. The NY Board actions

supplement CG and NTSB investigations. However, disclosure rules can be an impediment. Blume stated that the CPC could use the NY Board/CG MOA as a model. Blume stated that a lack of establishing an investigative process could lead to criticism by the NTSB. Mike Peske cautioned that the establishment of an investigative process could become a headache for the pilots relative to minor incidents; those that would be learning experiences vs disciplinary. There was more discussion on the need and intent of an investigative process.

B Apprentice Pilot Training - Phil Gaughran provided an update on the two apprentices being trained (Sean Bogus and Scott Esposito). He sent 2 emails to the apprentices asking for copies of their trip reports and evaluation forms. One replied prior to the CPC meeting and the other is sending a large file to Phil. Each apprentice needs a minimum of 48 credits/trips in each of the MOA waterways. Esposito has 21 for New Haven harbor, 11 for western LIS, 12 for eastern LIS and none for New London, the Thames River or Bridgeport. Bogus' documentation had not been received. Phil stated that he would provide an update at the monthly CPC meetings. The Chairman stated that the CPC needed a smooth process; i.e. an advance indication of any potential issues.

Using a handout, Phil Gaughran also provided information on which pilots were current/not current in the various parts of the MOA waters. Discussion about who was responsible for licensing of Port Jefferson (NY) and the volume of traffic in the Thames River followed. Joe Maco asked a question about who would investigate a marine casualty incident that might take place in Port Jefferson. Alan Blume responded that based on the Federal license issued the CG would investigate as well as the state that issued the license the pilot was operating under.

C Pilotage Rates and Fees - Chuck Beck stated that the draft pilotage rate increase regulatory change had been forwarded to OPM and the Governor's office. Once approved, there would be a Public Notice and comment period or Public Hearing before the change to the regulation would be presented to the Regulation Review Committee of the CT State Legislature for approval. Any and all comments received during the comment period would be addressed and provided to the Regs Review Committee as a summarized supporting document. Beck also advised that the NY version of the pilotage rate increase for Long Island Sound (12% increase spread over 5 years) had recently been signed by the NY Governor.

D. M-95 letter - A smooth copy of the M-95 letter approved at the previous CPC meeting was part of the meeting package. There was no further discussion so the Chairman signed the letter.

8.) New Business:

A. Connecticut State Pilots Letter dated 01 October 2012 - The Chairman asked Phil Gaughran to comment on the letter that had been submitted to the CTDOT by Attorney Reynolds on behalf of the CSP. Phil Gaughran stated that the pilots would do what was necessary via the comment/public hearing process to remove the \$600 pilot boat fee language from the proposed pilotage rate increase regulatory change.

B. Connecticut Pilot Commission letter dated 26 September 2012 - The Chairman pointed out that the letter had been sent, a copy of which was part of the meeting package. Chuck Beck stated that the CTDOT reply had also been distributed to the CPC members and interested parties. In response to a question, Beck added that any and all such letters will become part of the record for the public notice process.

C. Connecticut Pilot Commission Vice Chairman Nomination Process - The Chairman stated that the CPC needed to elect a Vice Chairman for continuity. He asked if there were any volunteers. Hearing none he asked the CPC Commissioners to think about it and contact him before the next meeting. Chuck Beck stated that the CPC should also elect a Secretary for the same reason.

D. Port Study – The Chairman stated that the Port Study was out, was available online and that he had been provided a hardcopy. The Chairman stated that he was enthusiastic about the Port Study.

E. 2013 CPC Meeting Schedule – A copy of the draft 2013 CPC meeting schedule had been distributed with the meeting package. The Chairman recommended some changes be considered. One was to not hold a meeting in December due to the proximity of the holidays. Another was to move the annual meeting to August. A third was to hold all of the meetings except the annual meeting at the CG facility in New Haven. The annual meeting would still be held at the CTDOT HQ building in Newington. Alan Blume stated that perhaps the solution to the December meeting would be to hold that particular meeting on an earlier week in the month. Chuck Beck reminded all that the CPC meetings use to be held on the second Tuesday of each week, then moved to Mondays and then moved to the third Tuesday. He suggested that the meetings be moved to a different (earlier) week of each month. The Chairman stated that he had a standing conflict with the morning of the second Tuesday but the afternoon would work. The discussion ended with the Chairman asking all to think about the schedule so that a decision could be made at the November meeting.

9.) Executive Session – none. Before moving on, Joe Maco asked why the Joint Rotation Administrator (Paul Costabile) had not been called upon during the RSEB Update (#5 on the agenda). The Chairman stated that he didn't know who the Administrator was. He requested a letter from the RSEB defining the RSEB rules, policies, POC, etc. Chuck Beck informed that the Joint Rotation Administrator was hired by the NY Board and the CTDOT to perform administrative duties for the Board and Department as well as the RSEB.

10.) Adjourn – Ralph Gogliettino made a motion to adjourn. Bill Borek provided a second. The motion passed unanimously. The meeting adjourned at 11:10 AM.

The Commission's next public meeting is scheduled for **10:00 a.m. on Tuesday November 20, 2012 at the Coast Guard Sector Long Island Sound in New Haven, CT**

William Gash
Chairman, Connecticut Pilot Commission