

**Connecticut Pilot Commission
Summary Report October 15, 2013 Public Meeting
State Pier Admin Building
New London, CT**

- 1.) The public meeting was called to Order at 10:02 a.m. by the Chairman, Bill Gash. Pilot Commission members Chuck Beck, Alan Blume, Wynne Bohannon, Bill Borek, Mike Eisele, Phil Gaughran, Ralph Gogliettino and Dave Pohorylo were also present. Also attending were Chris Bigloy, Paul Costabile, Keith Colwell, Tom Dubno, Charlie Jonas, Patrick Kennedy, Joe Maco, Mike Peszke, Dave Rossiter, Ted Sanford, Alan Stevens and Alex Woodworth.
- 2.) A motion was made to approve the summary report of the September 17, 2013 meeting by Mike Eisele and seconded by Alan Blume. The motion passed by unanimous vote.
- 3.) Public Comments – None offered.
- 4.) U.S. Coast Guard – No CG member present, no report made.
- 5.) Rotation System Administrator Report – Reading from a prepared document, Paul Costabile provided remarks disputing the complaint made by Charlie Jonas at the September 17, 2013 CPC meeting about the Joint Administrator dispatching services. The complaint was that the JRA dispatch office did not keep the assigned pilot (Tom Walker) properly informed about the sailing time of a ship (M/V Alga) scheduled to depart the Motiva New Haven Terminal on or about 9/12/2013. The M/V Alga had moored at Motiva at 0340 9/11/2013. Walker was home in Delaware not wanting to drive to CT until he was sure of the sailing time. The ship only had 86,000 bbls of cargo equating to approximately 8.5 hours of cargo discharge. The agent, Dean Case, estimated that the vessel would depart at 2100. Based on information provided by Walker, Costabile stated that Walker had called the agent on the morning of 9/11/2013 and was told that the estimated sailing time was 2100 but not yet fixed as certain. Walker called the terminal and was told that the hoses had not yet been connected pending approval of the samples of the cargo. The sailing time was changed by the agent several times during the day. Each time dispatch notified the assigned pilot, Tom Walker. Eventually, the sailing time was changed to 0300 9/12/2013. The ship finished discharging cargo at 0205 on 9/12/2013. The vessel actually sailed at 0400. The dispatch office does not change the sailing order time without the agent's consent. All of the details are in the JRA dispatch log book. Tom Walker did not have a complaint other than with the agent estimated times of departure. After hearing Paul Costabile's report, Phil Gaughran advised the Commission that the original complaint made by Charlie Jonas did not relate to the sailing of the M/V Alga from New Haven, but the dispatching of Vince Cashin for the arrival of the ship at the Block Island pilot station the previous day. After a brief discussion, Michael Eisele moved that the matter be deemed closed. Chuck Beck provided a second. The Chairman suggested that the Joint Administrator consider developing a complaint process, including the provision of a form for written complaints. Commissioner Eisele withdrew his motion. No action taken.
- 6.) Rotation System Executive Board (RSEB) Report - Phil Gaughran stated no RSEB meeting had been held so there was nothing new to report.
- 7.) Connecticut Department of Transportation –Dave Rossiter asked if anybody had heard anything about the federal government shutdown affecting the Norwalk or New Haven dredging projects. Ralph Gogliettino responded that the shutdown would not have an effect on the projects according to information he had obtained from Judi Sheffele, Executive Director of the New Haven Port Authority. Alan Stevens reported that a ship piloted by Tom Walker, carrying steel would be arriving at the State Pier during the CPC meeting.

8.) Executive Session: None called.

9.) Continuing Business:

A. Investigative Processes for Marine Incidents/Accidents – The Chairman reported that he had spoken to Pam Sucato, DOT's Legislative Manager, seeking information on the status of the July 19, 2013 CPC letter to the DOT Commissioner requesting assistance in developing a mechanism that would allow the CPC to meet its statutory obligation under CGS 15-13c(g) to investigate marine casualties. Ms. Sucato was not aware of the CPC letter but indicated she would look into the matter. Alan Blume stated that he had not advanced the issue pending a reply from the CTDOT Commissioner. The Chairman indicated that he would continue to press CTDOT for a reply and guidance.

B. Pilotage Rates – Chuck Beck reported that for the first time since the CT Pilotage Regulation had been changed effective August 1, 2013, the Pilot Boat Fuel Surcharge had been adjusted based on the formula embedded in the regulations. Beck pointed out that the formula was dependent on data (fuel bills) provided by the pilot boat operators. Missing data could skew the formula. Alan Blume remarked that if no data was provided for a quarter perhaps the surcharge should be zero for that period. Charlie Jonas stated that due to the lack of vessel transits, fuel wasn't purchased each month. He added that there was no logical reason not to provide the data.

C. P.O.R.T.S. Update – Chuck Beck advised that DOT had received several letters from various maritime related organizations (NHPA, BPA, CPC, CTMC, CSP) asking the CTDOT to resume responsibility for the Physical Oceanographic Real Time System (P.O.R.T.S.) equipment in New Haven as well as upgrades and responsibility for the tide stations in New London and Bridgeport. Joe Maco impressed upon all the need for the P.O.R.T.S. equipment in New Haven due to the traffic and type of cargo. Information was provided on the NHPA's commitment to NOAA to provide O&M funds for one year. The Chairman stated that the NHPA is working on a plan for a longer term if the CTDOT fails to act. On a related note, Chuck Beck advised of the start of the Norwalk and New Haven dredging projects. Norwalk starts this week. New Haven will start a few weeks after to allow the Norwalk material to be relocated to CLIS and capped by the New Haven dredge material. He also mentioned that several private dredging projects will utilize the New Haven capping material if properly coordinated. Beck was asked to distribute the list of the private dredging projects to the CPC email list.

10) New Business:

A. CT State Marine Pilot Licensing Requirements, Gap Analysis – Alan Blume presented his preliminary gap analysis and provided a handout showing the comparative requirement for obtaining a pilot license between CT and NY. In general the NY Navigation Laws are less specific than the CT Statutes and Regulation. On a commitment to continue the research, including speaking with the NY Board Executive Director, Blume recommended continuing the item on the November CPC meeting agenda. The Chairman solicited ideas or different approaches from the Commissioners and asked that they be forwarded to Alan Blume as soon as possible. There was some follow-on discussion about how the NY Navigation Laws, the CT General Statutes and the CT Regulations could be accessed by the CPC Commissioners to better assist with a comparison. Phil Gaughran pointed out that links to the NY Board and the NY Navigation Laws were in an email between Beck and Blume that was part of the meeting package. He then stated that the other licensing process information in the email was different from information previously provided by the NY Board. Alan Blume repeated his intent to speak with the NY Board Executive Director to improve the gap analysis.

B. Apprentice Pilot Training – In response to a question from the Chairman, Chuck Beck stated that the topic was not about the progress of any CT Apprentice Pilots since after the resignation of two that had been admitted to the apprentice training program there are none. The issue was an email distributed by Charlie Jonas (included in the meeting package) declaring that the CSP would no longer honor requests from the Northeast Marine Pilots for their apprentices to ride with CSP pilots in the MOA waters. Beck posed the question as to whether or not the CPC needed to intervene. Phil Gaughran stated that the CSP would honor request for recency rides for any pilot already licensed to operate in the MOA waters regardless of affiliation. He repeated the information contained in the Jonas email emphasizing that the issue is focused on NE Marine Pilot apprentices that are not licensed in any body of water using the CSP as instructors. He stated that 7-8 such people have been accommodated in the past only to have them rejected by NE Marine. Gaughran was asked to provide documentation related to the 7-8 apprentice pilots. Alan Blume pointed out some discrepancies in the apprentice applicant process between the CT Statutes and CT Regulation. The statutes indicate applicants to this (CT) state. The CT regulations allow for applicants from either (NY/CT) state. The Chairman stated that he does not like a line in the sand approach and asked what would work to insure a cooperative training process between the NY and CT side of the rotation. Phil Gaughran stated that it is not a NY/CT issue. It's an issue of the NE Marine Pilots asking for rides for apprentices that are not intending to work in LIS. The CSP does not intend on honoring such requests. The Chairman solicited a motion for CPC action. Mike Eisele stated that Phil's concerns and stand were not unreasonable adding that it is not a CPC issue. He also stated that it appeared that there were other business related issues in the background that were not the purview of the CPC. Alan Blume added that he agreed and that it appeared to be more an RSEB matter. Ted Sanford stated that the before Charlie Jonas sent his email (9/29/2013) Charlie had called Ted asking for his support with the attempt to change the Joint Rotation Administrator. Ted declined. Ted pointed out that his son was one of the two apprentices for which NE Marine Pilots was asking the CSP for rides. He felt Jonas' action was vindictive, small and typical of Interport. Joe Maco asked that Phil Gaughran document his claim regarding the 7-8 NE Marine pilots. He reiterated that the matter could be handled by the RSEB since both the NY and CT sides of the rotation are considered BI Pilots within the RSEB framework. No action taken.

C. 2014 CPC Meeting Schedule – The Chairman introduced the need to finding a new meeting location due to the revised security at the CG Sector LIS facility. He proposed holding all of the CPC meetings at the CTDOT facility. There was a discussion which DOT facility (Newington or New London) as well as other potential locations that would be more centrally positioned along the shore. Dave Pohorylo stated he would rather not travel to New London. Phil Gaughran asked about use of the Sound School in New Haven. Chuck Beck responded that he had explored that possibility with the Principal of the School for future CT Maritime Commission meetings. Although she was open to the idea, holding the meetings at her facility during the school day when in session was not desirable thus limited the opportunities. Ralph Gogliettino suggested the USN Naval Reserve facility adjacent to CG Sector LIS in New Haven. Alan Blume advised that the USN facility was more restrictive than the CG Sector LIS facility. Ralph thought that the New Haven Fire Academy might be a possibility and offered to research the possibility. The Chairman closed the discussion stating that the November CPC meeting would be held at the CTDOT HQ building and the 2014 meeting schedule would be revisited at that time.

11.) Adjourn - The Chairman adjourned the meeting at 11:11 AM.

The Commission's next public meeting is scheduled for **10:00 a.m. on Tuesday November 19, 2013 at ConnDOT HQ in Newington, CT.**