

**Connecticut Pilot Commission  
Summary Report December 15, 2009 Public Meeting  
Coast Guard Sector Long Island Sound  
New Haven, CT**

1.) The public meeting was called to order at 8:31 a.m. by the Chairman. Pilot Commission members Rick Barry, Chuck Beck, Alan Blume, Peter Boynton, Vincent Cashin, Bill Gash, Ralph Gogliettino and John Love were present forming a quorum of eight. Also attending was Dave Rossiter of CTDOT, LT Jud Coleman of the USCG, Paul Costabile (JRA), Tom Dubno, Daniel Coleman (FBI), Lou Bettinelli, Charlie Jonas, Alex Woodworth, Mike Peszke and Rich Astles.

2.) A motion to approve the summary report of the November 17, 2009 meeting was made by Bill Gash and second by Rick Barry. The motion carried unanimously.

3.) Continuing Business:

A. Fuel Surcharge

(1) Pilot Boat Operating Costs – Chuck Beck stated that as requested by the Chairman at the November meeting, he had sent an e-mail to all of the owners/operators of pilot boats that serve the Block Island/Long Island Sound Joint Rotation. He stated that he had not received any responses. Bill Gash offered and Vin Cashin confirmed his belief that the reason for no one sending responses is that the owner/operators were concerned about having what they consider “proprietary information” out in the public domain. Chuck Beck stated that any efforts to insure that the pilot boat operators were getting a fair fee for transporting pilots was dependent on showing the current costs vs the costs that were used over 9 years ago when the \$600 per transit fee was established as part of the implementation of the joint rotation MOU. He further stated that it may be possible for the CTDOT to collect the operating cost data and protect the information from FOIA due to the financial nature of the data. He was asked to check on that and report back at the next meeting. There was some additional discussion on what information should be/could be included. Some of the data discussed was not related to operating costs or the purpose of obtaining the information. It was stated that the boat owners/operators could adjust the pilot boat fee themselves if needed. All were reminded that the CT State Statutes (Sec. 15-15e) and the CT regulations (Sec. 15-15a-17(h)) states that the CTDOT Commissioner may establish/approve pilot related fees, including pilot boat fees. It was further stated that the CTDOT has not codified any pilot boat fees at this time and that obtaining the operating data could move that process along. The Chairman brought the discussion to a close by stating that there was an action on the table which was to determine if the operating data could be protected from public disclosure.

(2) Temporary Fuel Surcharge – Chuck Beck stated that the CTDOT Commissioner had approved extending the temporary fuel surcharge at an increased rate of \$175 pending public notice and comments. The Public Notice has been signed and provided to the CTDOT Legislative Liaison for publication in the CT Law Journal.

B Objectives and Goals - Apprentice Selection and Training Regulation

The Chairman asked if there was any news to report. Chuck Beck stated that the draft Apprentice Selection and Training regulation was still in CTDOT legal for review. The Chairman stated that Deputy Commissioner Martin was fully aware of the urgency issue. He and Vin Cashin gave a brief summary of the meeting they had attended with Deputy Commissioner Martin, Charlie Jonas and Chuck Beck, noting that the agenda for that meeting was in the previously distributed CPC meeting package.

#### C. License Moratorium – Draft letter to CTDOT

As requested and approved at the 11/17/09 CPC meeting, a draft letter to the CTDOT Commissioner to be signed by the Chairman had been distributed to all as part of the meeting package for review. The draft letter made reference to a CT State Pilots Executive Board letter dated 11/04/09 to the CPC that recommended that one new CT marine pilot license be issued to Michael Peszke. The draft CPC letter to CTDOT emphasized the urgency for CTDOT to complete the legal review of the Apprentice Selection and Training draft regulation. Upon further review of the draft letter, the Chairman requested some edits. Statements from several CPC Commissioners were made about the lengthy amount of time the draft regulation had been at the CTDOT legal unit for review. Concern was expressed that even after the document cleared CTDOT legal it might take 6 months to a year to work its way through the regulatory process before being implemented as a regulation. Bill Gash made a motion to add language to the draft letter that would recommend that the CTDOT immediately issue one new pilot license to work on the CT side of the rotation. Vin Cashin provided a second. After a brief discussion to clarify the language of the motion, it passed with 7 affirmative votes and one abstention (Beck). The Chairman stated that he would provide the edits of the letter to Chuck Beck and ask they be incorporated in the letter, returned to him for signature and that he would mail to the CTDOT Commissioner.

D. Letter to CTDOT on Infectious Disease Preventive Measures – A copy of the signed letter to CTDOT dated 11/17/09 requesting assistance with getting CTDPH to evaluate the risk of exposure of marine pilots to infectious disease was in the meeting package. No response has been received.

#### 4.) New Business

A. Pilot Fee Distribution to States – Chuck Beck stated that the JRA had provided a few years worth of data relative to the pilotage fees and which state got what percentage. However, the data was not in a very user friendly format. Alan Stevens of CTDOT was in the process of organizing the data in a more usable format to facilitate discussion on the issue but the effort was not complete. Bill Gash stated that Dave Pohorylo had told him that the summary table of where ships had called in LIS that had been provided at the Nov CPC meeting was not accurate. Noting that Dave Pohorylo was not in attendance, Chuck Beck stated that Dave had made the same statement to him the week before but had not as yet provided any data. There was a discussion on the possibility of using data from the Maritime Association. In response to a question, Paul Costabile stated that the data provided by the JRA was at least 95% accurate. Charlie Jonas stated that he had provided similar data to the CPC members in the past and would send again. There was some discussion on the purpose for gathering the data. Misconceptions were addressed with a statement that the purpose of the effort (to understand how the distributions of the respective percentage of fees were being made to the states) was to get what was currently being done as a matter of practice into alignment with what the regulations required. The topic will be carried on the agenda for the next meeting in January 2010.

B. Meeting with the CT side of the BIS/JRA Executive Board – The topic was already covered above in Section 3.) B. Goals and Objectives.

5. CONNDOT Comments – Chuck Beck stated that the pilot license renewal applications had been reviewed and license letters drafted. During the review process several pilots were contacted by telephone and asked to provide missing information as soon as possible. Dave Rossiter provided some historical information on the 3%-6% of pilotage fees distribution to the states. The 3% occurred during the 2003 timeframe when limited license were issued.

6. USCG Comments

A. LIS AMSC - LT Jud Coleman commented on a recent e-mail that reminded pilots and other mariners about the minimum reporting requirements.

B. LT Coleman stated that a CT licensed marine pilot had contacted the First Coast Guard District to inquire why the British Admiralty had been asked to remove the pilot station located 3 miles south of Watch Hill. The pilot demanded that the pilot station be reinstated. The CG will not take any such action unless it is requested by the pilot licensing authorities (NY and CT). SCPO Geiman provided information on the new WINTEC system to activate fog signals. The WINTEC system will replace fog detectors with a radio receiver tuned to channel 79A. If a mariner selects channel 79A and keys the microphone 5 times within range of the fog signal receiver, the fog signal will activate. In fact, any fog signal within range that has a similar receiver will activate. The new system has not yet been installed on any fog signals in LIS at this time. SCPO Geiman and the CG were asked to keep the CPC informed on future WINTEC installations.

Vin Cashin inquired on the status of designating anchorages off of New Haven and Bridgeport. LT Coleman stated that the process was still moving along, though delayed a bit due to an issue related to an historical disposal area discovered in the middle of the Bridgeport anchorage area. Dave Rossiter inquired if the CG or anybody else had any information on the effective date for a new form to be used as part of the CG licensing process; Form 119 Physical Examination. Vin Cashin stated that he had learned that the effective date was 01/01/2010. The CG stated they will investigate and advise.

The Chairman acknowledged the presence of the FBI Special Agent Dan Coleman and asked if he had any comments. None were offered.

7. Executive Session – No Executive Session was held

8. Prior to a motion to adjourn Vin Cashin wished everybody a happy holiday season. A motion to adjourn was made by Vin Cashin, seconded by Bill Gash and approved by unanimous vote. The meeting adjourned at 0935.

**The Commission's next public meeting is scheduled for 8:30 a.m. on Tuesday January 19, 2010 at the Coast Guard Sector Long Island Sound in New Haven, CT**

---

Peter Boynton  
Chairman, Connecticut Pilot Commission