

**Connecticut Pilot Commission
Summary Report February 27, 2012 Public Meeting
Coast Guard Sector Long Island Sound
New Haven, CT**

1.) The public meeting was called to Order at 8:32 a.m. by the Chairman, Peter Boynton. Pilot Commission members Chuck Beck, Bill Gash, Phil Gaughran and Ralph Gogliettino were also present. Also attending were James Amarante, CDR Amy Beach, Vincent Cashin, Dan Coleman, Paul Costabile, Tom Dubno, Scott Esposito, Charlie Jonas, Joe Maco, LT Brent Pounds, Dave Rossiter and Alex Woodworth. All present were asked to introduce themselves.

2.) A motion was made to approve the summary report of the January 23, 2012 meeting by Bill Gash and seconded by Ralph Gogliettino. There was no discussion. The motion passed by unanimous vote.

3.) Continuing Business:

A. Goals and Objectives – In the absence of Alan Blume, the Chairman tabled discussion until the next meeting.

B Apprentice Pilot Update - Chuck Beck provided a general update on the apprentice selection process. He stated that the top three applicants had been notified that they had been selected for the Connecticut state marine pilot apprentice training program. He also noted that two of the three were present; Scot Esposito and Alex Woodworth. Phil Gaughran asked for clarification about the trips made prior to being selected as an apprentice counting towards the 12 round trip requirement of the apprentice training program as specified in the regulations. He stated the apprentices should receive credit for all of the trips made prior to the effective date of the regulations (December 10, 2010) and noted that the previous rides in the MOA waters numbered between 150 and 200. He later amended his comment that all trips made prior to being selected as an apprentice should count. His comment led to a lengthy discussion that centered on the language of the regulations, how the pre-selection trips were used to evaluate the applicants and the objective of the training program. In response to a question by Bill Gash, Phil Gaughran provided a synopsis of the different types of trips already made by the selected apprentices. Some of the trips were made as the pilot of record under the individual's Federal license. Other trips were made under the tutelage of a CT licensed marine; the CT State Pilots (CSP) apprentice program. In response to a question from the Chairman, Phil Gaughran stated that all of the previous trips were documented by either the signature of the Captain of the vessel or on an evaluation sheet. In response to a follow-up question by the Chairman, Phil stated that the evaluation form was drafted by the CSP and provided a copy. Additional discussion included comments on how long it would take an apprentice to obtain 12 rides given the paucity of ship movements in Long Island Sound and a question as to whether or not an apprentice with the previous number of rides mentioned would instantly be considered a full share pilot upon being granted a license by the State. The Chairman questioned why the previous experience would provide any less experience than the 12 rides required by the regulation. He summarized the concerns and stated that the issue appeared to come down to two major points: (1) can the previous rides be properly documented and (2) how the language in the Apprentice Selection and Training Regulation can be interpreted. Bill Gash recommended that a three person committee be established to review the language of the Regulation, collect the documentation related to the previous rides and then report to the CPC at the March meeting with a recommendation. Phil Gaughran and Bill Gash agreed to be part of the committee. Due to the length of time spent on the topic, the Chairman closed the discussion and moved on to the next item on the Agenda.

C Pilotage Rates and Fees – The Chairman brought to the attention of all the letters from the CPC to the CTDOT Commissioner and the CTDOT Commissioner's reply. The CPC letter to CTDOT supported the pilotage rate increase as presented in Attorney Reynolds' letter dated 11/12/2011. The CTDOT response indicated that although the Department supported a pilotage rate increase, as presented there were too many unresolved issues many of which had been discussed at past CPC meetings. The Chairman read the letter and then asked Phil Gaughran if

the pilots could address the issues and provide the needed information at the next CPC meeting in March. Phil agreed to do so.

D. Pilot Exchange Card – Due to the recent resignation of John Love the topic was tabled.

E. P.O.R.T.S. – Chuck Beck advised all that the CTDOT Commissioner had agreed to renew and fund the P.O.R.T.S. agreement with NOAA. A draft agreement had been reviewed and is in the hands of NOAA to prepare the final agreement replete with NOAA signatures.

F. Legislative Update – Chuck Beck stated that the CTDOT Commissioner had testified before the Transportation Committee on a host of issues on Friday February 24, 2012 including the changes to the Statue concerning pilot license suspension and pilot boat certification. Beck acknowledged that the wrong draft language for the revision to the pilot boat certification change had been posted. He stated that the CTDOT Commissioner's remarks addressed the problem and that the correct language had already been submitted. Beck stated that prior to the CTDOT Commissioner's testimony, he had electronically distributed the CTDOT Commissioner's remarks to the CPC Commissioners along with a copy of the revised text of the change to the statute. He passed out copies of both. Beck also stated that he had heard that the CSP had submitted testimony and asked if anybody present cared to share the testimony with the CPC. Nothing was offered.

4.) New Business

A. Annual Report – A draft copy of the 2010-2011 Annual Report had been distributed with the meeting package. Bill Gash moved that the report be approved. Phil Gaughran provided a second. During the discussion Chuck Beck stated that in the past, the CPC Annual Report had been based on a fiscal year (July to June) vs. a calendar year January to December. Beck asked if the CPC wanted to consider extending the 2010-2011 Annual Report period by six months to alter the reporting period to a calendar year cycle. All agreed. The motion was amended to include the activities of July through December 2011 in the Annual Report and consider it at the March CPC meeting. The motion was approved unanimously. The Chair asked Chuck Beck to re-draft the 2010-2011 Annual Report and distribute it to the CPC Commissioners

B. Pilotage Rate Increase Protocol – Chuck Beck noted that at the January meeting he had been asked draft a document that indicated that steps to be taken for a pilotage rate increase. The document was part of the meeting package and outlined the steps from request to approval.

C. Connecticut Pilot commission Membership – The Chairman stated that he had communicated with the CT House Minority Leader concerning the need to fill the vacancy left by the resignation of Captain Rick Barry. Chuck Beck pointed out that John Love had stated in an e-mail that he was resigning from the CPC but to the best of Beck's knowledge John had not submitted a resignation letter to his appointing authority. The Chairman asked Chuck to contact John and emphasize the need for the letter of resignation. Phil Gaughran asked if the CPC should elect a new Vice Chairman given the resignation of Rick Barry. When all agreed, Phil nominated Bill Gash to be the new Vice Chairman. Bill agreed that he would take on the position but only as an interim measure until the two vacant Commissioner positions were filled. The nomination was seconded by Ralph Gogliettino. Initially the motion did not carry because Bill Gash abstained, thus there were only 4 of the 5 affirmative votes needed to carry a motion. When it was pointed out that 5 affirmative votes were necessary Bill changed is abstention to an affirmative vote.

5.) Rotation System Executive Board (RSEB) – Paul Costabile, the Executive Director of the RSEB, provided an update by summarizing the minutes of the RSEB meeting held immediately after the CPC meeting on January 23, 2011. There were six areas of discussion:

- Mr. David Keene, who oversees safety and operations at Motiva terminals in the Northeast for Shell trading, gave an update on terminal operations and safety procedures. He reported that Motiva New Haven will be doing maintenance dredging to 37' at the berth in continuation with their 22 million dollar upgrade program. He also

reviewed the safety procedures for pilots transferring from tugs to the dock at the Bridgeport Motiva property. David reminded everyone of the dangers of such a transfer and explained what is permitted at the facility in Bridgeport. He emphasized that pilots must communicate with the terminal operator as early as possible in order to ensure that a safe transfer will be facilitated. David explained that the terminal operator is required to remain at the facility until the pilot leaves. Pilots are to use the 24 hour cell number (203)-395-8608 which the operator carries with him.

- Draft and Docking Limitations Conoco Phillips Platform: Paul stated that this item was discussed at the 11-14-11 RSEB meeting. At that time it was decided that Pilots Jonas and Maco would have a conference call with the platform operator Dan Gianfalla and try to come to an agreement. The conference call took place in December 2011 and Dan Gianfalla sent out a proposal for docking and draft limitations at the platform and asked for comments. Pilot Maco remarked that some of the proposed restrictions were not discussed and that they didn't appear to be necessary while possibly increasing the risk to the platform. Pilot Jonas remarked that he felt that they were necessary and if a pilot wanted to deviate from the restrictions he should call the terminal and request to do so. The proposal has been sent out to all pilots for comment then provided to Dan Gianfalla.
- (3) Launch Availability New London: Pilots have reported that the Kennedy launch equipment at New London is unreliable. The requirement for New London service is so infrequent that it is difficult to find a reliable provider. It was proposed that another potential service provider, George Main, should be contacted. Pilot Jonas, Gaughran and Sanford agreed that Mr. Main has a number of reliable boats and could be a good alternative to Kennedy launch. It was agreed that Pilot Astles would contact George Main and inquire whether he can commit to providing launch service to New London Anchorage and if so what kind of notice he would need. It was also mentioned that a last minute alternative to Main might be Sea Tow.
- Rate Increase Update: The proposed pilotage rate increase was discussed. In order to establish the increase for LIS it must also be approved by the NY legislature. This will require the assistance of a lobbyist to submit the increase in NY. The NY side pilots proposed a lobby firm recommended by the Sandy Hook pilots and explained that Lobbyist's estimated cost and application. The CT pilots proposed another lobbyist familiar with pilotage issues and gave his cost estimate. It was agreed that the CT pilots will supply the contact information of their proposed NY lobbyist to the NY pilots so that he may be introduced and agreement reached on which lobbyist to use. There was a discussion over the payment process for this cost. It was agreed that the payment per side would be according to the 30/70 share split in LIS.
- Port Jefferson range light: The existing Port Jefferson range light is permanently out of service. There is a narrow approach to the dock at this port therefore a range light is required. As reported by CDR Amy Beach the CT Pilot Commission meeting, the replacement planned for this range light is a PEL Sector light. There was a discussion on the capability of a sector light versus a range light. It was agreed that if a sector light is installed, it will be necessary to arrange for a pilot to ride a tug or launch through the area, verify the limits of the light sectors and then report back to all the pilots. There was a discussion on what the restrictions should be for Port Jefferson while the range light is out of service. It was agreed that the small ships presently calling, LOA 350', draft 18', are safe to take in day or night but it is up to the specific pilot doing the job. Large ships, 600', require daylight only transits. The pilot assigned to each job shall make the decision as to transit according to the size of the ship, handling capability, visibility and weather. Pilot Maco gave a guide for PEL Sector lights to the Rotation Administrator and asked that it be sent out to all pilots for their review.
- RSEB Meeting Schedule: It was agreed that the RSEB will meet at a minimum interval of three months. The meetings shall be scheduled after the CT Pilot Commission meetings at the same location. RSEB meetings may be called at any time between the three month intervals when the need arises.

- Connecticut Department of Transportation comments – Dave Rossiter indicated that he had a copy of the Apprentice Selection and Training Regulations if anybody needed to review them.

7.) U S Coast Guard -

A LIS AMSC Update -

B LIS HSC Update – CDR Amy Beach had been present to provide an update on the high level of error in AIS data for Long Island Sound. However, she had to depart early to catch a ferry to Long Island.

8.) Public Comments - Paul Costabile commented on the negative affect the lack of vessel traffic in the MOA waters was having on a pilot's ability to maintain recency as well as the potential affect it will have on the apprentice training program.

Chairman Boynton announced his intention to resign from the CPC as a result of his anticipated move out of the state in April.

9) Executive Session – None called

10) Adjourn - A motion was made by Bill Gash to adjourn, seconded by Ralph Gogliettino and unanimously approved. The meeting adjourned at 0959.

The Commission's next public meeting is scheduled for 8:30 a.m. on Monday March 19, 2012 at the U.S. Coast Guard Sector Long Island Sound in New Haven, CT