



STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
CONNECTICUT PILOT COMMISSION



Connecticut Pilot Commission
Summary Report April 21, 2009 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 Vice Chairman. Pilot Commission members Rick Barry, Chuck Beck, Alan Blume, Bill Gash, Ralph Gogliettino and Dave Pohorylo were present forming a quorum of six. Also attending were Alan Stevens and Dave Rossiter of CONNDOT; CDR Kevin Oditt of the USCG; Charlie Jonas, Alex Woodworth, John Jamroga, Joe Maco, and Tom Dubno.

The minutes of the New York Board of Commissioners of Pilots for 24 & 31 March as well as 7 April 2009 were distributed electronically prior to the meeting.

2.) A motion to approve the summary report of the February 11, 2009 meeting was made by Dave Pohorylo and second by Ralph Gogliettino. Upon discussion, Bill Gash recommended an addition to Section 4.A. Dave Pohorylo amended his motion to approve the summary record with the noted changes and received a second from Ralph Gogliettino. The motion carried 5-1.

3.) Continuing Business:

A. Fuel Surcharge Index – Chuck Beck stated that the fuel surcharge formula requested to be developed using the Connecticut Administrative Services diesel fuel price had not been completed. There was some discussion about the effective (01 Feb 2009) and expiration (31 July 2009) dates of the current fuel surcharge. It was pointed out that the Commission would need to review the current surcharge and take action with respect to a recommendation to continue or cancel the surcharge at the May meeting

B Training and Certification Funding – Alan Blume stated that he owed the Commission a re-write of the cover sheet referred to at the February meeting as a background document entitled “pilot training”. The document will explain the need for a training and certification program and funding. He stated that he would e-mail a draft to the Commissioners for review prior to the May meeting.

C. Heavy Weather Pilot Station – Rick Barry inquired about the status of the recommendation made by the CPC to CONNDOT relative to the establishment of a heavy weather boarding station in Block Island Sound. The Chairman had previously reported that he would raise the issue with the Aviation and Ports Bureau Chief but in his absence it was decided that the matter will be continued on the agenda.

D. Apprentice Selection and Training (Review of Document, Evaluation Form, Designation of Pilot Organization) – All were reminded that the CPC had submitted the package to CONNDOT. Chuck Beck stated that it was still under legal review. Additionally, the document would need to be reformatted in order for it to be codified as a CT regulation.

E. Block Island Sound PARS Update - Alan Blume gave a report on the PARS working group status. The working group reached a consensus, and the USCG First District (CCGD1) now has the matter for review. Once CCGD1 Has completed its review the matter will be forwarded to Coast Guard Headquarters (CGHQ) for review and public notice process as appropriate.

F. Pilotage Rates – Dave Pohorylo raised the issue of the New York Board of Commissioner's move to change the size of foreign flagged recreational yachts that would be required to take a pilot in state waters. He recommended that the CPC wait until the NYB decides its course and then follow suit. There was a consensus agreement of the members present.

There was a discussion initiated by Dave Pohorylo on the need/desire/advantages of moving to a consolidated pilot boat operation. Charlie Jonas interjected that there were only three boat operators at this time (Northeast, Interport and LISSPA) and that the LISSPA boat might be retired soon. Joe Maco advised that the operation could not be done with just one boat due to the two boarding locations and sometimes near simultaneous arrival of ships at each. Dave Pohorylo clarified that he was not talking about one boat but one boat operator. The focus would be to coordinate pilot boat operations so that there were not two boats going to the same station at the same time. Joe Maco advised that there would no longer be a Sandy Hook Pilots pilot boat stationed at City Island due to the decrease in shipping. He also stated that Northeast Marine Pilots was reviewing its decision to station a boat at Point Judith due to costs.

G. Reimbursement of Necessary Expenses – It was stated by Chuck Beck that the previous policy of provided mileage reimbursement to Commission members to attend scheduled meetings was in error thus discontinued. He clarified that members traveling on behalf of the CPC would be considered a legitimate reimbursable expense. A comment was made that the Chairman had previously stated that he would raise the reimbursement issue with CONNDOT's Aviation and Ports Bureau Chief. Since the Chairman was not present, it was requested by Bill Gash not to drop the item from the agenda yet.

H. Harbor Improvement Fund – A copy of the 27 February 2009 letter sent by the Chairman to the CONNDOT Commissioner asking for support of HB 5471 *An Act Authorizing Bonds of the State For Dredging* had been provided in the meeting package material. Chuck Beck reported that the Bill did not make it out of committee thus was dead.

I. Goals and Objectives – Since the Chairman was not present it was decided to table the discussion until the May meeting. A suggestion was made that having a document to review prior to the next meeting would be helpful. A motion was made by Bill Gash, seconded by Chuck Beck and approved unanimously for the Chairman to outline his thoughts and provide them to the members prior to the May meeting to facilitate discussion.

4.) New Business

A. Pilot Fees to CT and NY – Currently, a percentage of pilotage fees collected by the Joint Rotation Administrator are paid to CT and NY. The discussion centered on the current method of determining how it is determined which state gets sent the percentage of the fee for a particular job. Currently, the fee goes to the state based on the port of call of the vessel being piloted. An alternative would be for the percentage of the fee to be paid to the state based on the license under which the pilot is operating. Either has merit. The current method maximizes funds paid to CT. There was some discussion about the need to check on CT statues/regulations. Bottom-line is that one method needs to be chosen, agreed upon by CT and NY and committed to writing.

B. Agenda Format – Chuck Beck stated that the Chairman had asked for this to be on the agenda. The Chair had expressed concerns about carrying issues from month to month without resolution. Due to his absence it was decided to carry the item over on the May agenda.

5. CONNDOT Comments – Dave Rossiter made mention of a Customs Board Patrol (CBP) seminar on law enforcement. He provided a handout for review by anybody interested.

6. USCG Comments – LCDR Oditt made some additional comments related to the PARS activities. He stated that a request had been submitted to chart the Montauk Point Pilot Boarding Station and to remove the LISSPA Boarding Station from the British Admiralty charts. He also stated that the 15 April 2009 drop dead date for all licensed mariners to have a TWIC card had passed. Lastly he advised that the recreational boating season was about to begin. There would be a focus on paddle boat safety under a “Paddle Smart” campaign. Meetings had been held with State Boating Law Administrators (SBLA) to coordinate the efforts. He solicited ideas to add to things like having a label affixed in a paddle boat so if found adrift there would be a point of contact.

7. Executive Session - The Commission recessed at 0925 to meet in Executive Session to discuss a personnel/licensing issue. The Commission reconvened at 0935.

8. After reconvening, a motion to adjourn was made by Alan Blume, seconded by Bill Gash and passed by unanimous vote. The meeting adjourned at 0936.

The Commission’s next public meeting is scheduled for **8:30 a.m. on Tuesday May 19, 2009 at the Coast Guard Sector Long Island Sound in New Haven, CT**

Rick Barry
Vice Chairman, Connecticut Pilot Commission