

**Connecticut Pilot Commission
Summary Report April 20, 2010 Public Meeting
Coast Guard Sector Long Island Sound
New Haven, CT**

1.) The public meeting was called to order at 8:30 a.m. by the Vice Chairman. Pilot Commission members Rick Barry, Chuck Beck, Vincent Cashin, Bill Gash, and John Love were present forming a quorum of five. Also attending was Alan Stevens and Dave Rossiter of CTDOT, CDR Kevin Oditt of the USCG, Dan Coleman of the FBI, Brad Pimer, Tom Dubno, Charlie Jonas, Paul Costabile, M.A. Peszke, John Jamroga and Alex Woodworth.

2.) A motion to approve the summary report of the March 16, 2010 meeting was made by Vin Cashin, seconded by Bill Gash and approved by unanimous vote.

3.) Continuing Business:

A. Pilot Boat Operating Costs – The generic model of the pilot boat costs drafted by Bill Gash was reviewed. Chuck Beck reminded all that he had previously requested pilot boat operating cost from all of the owners/operators of pilot boats that serve the Block Island/Long Island Sound Joint Rotation several times but had received no information. Gash confirmed that he had not received any information requested at the March CPC meeting. Gash offered that since the generic model was the best information available, it should be adopted by the CPC. Beck stated that the generic model produced a yearly cost but not a per trip cost. He cautioned that taking any vote without knowing the per trip cost would not serve any purpose. Paul Costabile pointed out that the generic model had a glaring error in that it did not include a boat replacement cost. Beck pointed out that the “glaring error” was exactly the type of information that the boat operators refused to provide. Beck stated that he was losing interest in trying to do the right thing the right way (generate a more accurate pilot boat fee) due to the refusal of the boat operators to participate. He stated that his sense is that the current \$600 per trip is low. He also stated that personally he would not be able to support future pilot boat fuel surcharge requests if the basic charge could not be determined more accurately. There was a discussion about removing the item from the agenda. Rick Barry stated that the item should be carried at least until the next meeting. All agreed.

B Objectives and Goals – Apprentice Selection and Training Regulation

Chuck Beck reported that the draft Apprentice Selection and Training regulation along with the required supporting documents had been forwarded to regulation review process. In response to a question Beck stated that the earliest expectation for implementation would be after the current Legislative Session (Sept/Oct).

C. Pilot Fee Distribution to States – Chuck Beck stated that the information from the JRA had been reviewed but conversion of the information into a more user friendly format (spreadsheet) was next to impossible.

Alan Stevens stated that he and Beck had reviewed the data and could determine that the percentage of the pilot fees going to the states (3% to NY and 6% to CT) was based on the port of call/departure, regardless of the license held by the assigned pilot. Vin Cashin voiced a concern about the CT licensed pilots paying a fair share to CT. Beck stated that the current manner of distribution was not in compliance with CT Regulations. The CT Regulation requires that CT licensed pilots pay 6% of their pilotage fees to CT. He further stated that it would be difficult to determine whether the current manner of distribution or the correct manner (according to the Regulations) would generate more or less money for CT. However, he could state that following the Regulations would take more money out of the CT licensed pilots pocket than the current method. Charlie Jonas stated that before the joint rotation was imposed, 6% of the CT licensed pilots fees were sent to CT regardless of the port. He expressed concern that he had no records of where the percentages were going despite requesting the information from the JRA in the past. He felt the CT licensed pilots should comply with the CT regulations to

avoid any problems. Paul Costabile offered an explanation as to how the current system came into play. At the beginning of the joint rotation, NY had issued limited NY licenses to pilots who also held CT licenses. Doing so caused some confusion on the distribution of the percentage of the fees; i.e. which license should be used. The simple solution at that time was to distribute the funds based on the port vs the license held. In response to a question on what type of request it would take for the JRA to change the distribution to comply with the CT Regulations, Costabile stated an e-mail stating that both the NY Board and CT requested the change would suffice. Beck stated that he would reach out to the NY Board Executive Director to insure that the NY Navigation Laws and the CT Regulations were the same relative to how the fees were to be distributed. If so, he would provide the direction to the JRA on behalf of both. After some additional discussion it was decided that the start of CT Fiscal Year 2011 (July 01, 2010) would be a good target date for the change. Doing so would allow the JRA to change its computer program.

D. License Moratorium – License Application Update.

Due to the potentially sensitive nature of the information relative to personnel matters, it was decided that the update on the status of the marine pilot application process would be discussed in Executive Session latter on the agenda.

4.) New Business

A. License Suspension – The Vice Chair read an excerpt from the CT Statutes (C.G.S. Sec 15-13c) concerning the duties of the CPC, specifically Sec 15-13c(7) that states the CPC shall investigate and make recommendations on the disciplinary measures for pilots. In response to a question, Dan Coleman stated that he did not have an update on the status of the arrest of a CT licensed pilot by the New Haven Police for breach of peace. Vin Cashin asked if the CPC or the CTDOT had received anything in writing about the complaint and was told no but that there had been a verbal complaint by the facility manager. Cashin recommended that in the future complaints should be in writing to both the CPC and the CTDOT. Charlie Jonas stated that he had been told that the court date for the event had been rescheduled for 4/27/2010. There was a discussion about the complaint being only an allegation at this point and whether the CTDOT/CPC could appropriately take action against a pilot prior to a legal adjudication. All were reminded that the incident did not involve misconduct by a pilot performing pilotage duties but was allegedly a “he said, he said” confrontation ashore outside of a marine facility. The Vice Chair asked for the case to be monitored and any changes to be reported to the CPC.

5. CONNDOT Comments – Dave Rossiter confirmed what Charlie Jonas had stated about the metamorphous of the pilotage fee payments to the states. He advised that the percentage of pilotage payments to the states changed in May of 2003 and confirmed the root cause to be the limited licenses which were done away with by letter in Dec 2004. Dave Rossiter also stated that the NY Board minutes provide a breakdown of pilotage fee payments and that the quarterly reports submitted by the JRA do the same.

6. USCG Comments

A. LIS AMSC – CDR Kevin Oditt advised that there would be a Port Security related Table Top Exercise next Tuesday April 27, 2010 at Camp Reil. The focus of the exercise would be the affect of an attack on a port operations relative to the flow of commerce.

B. LIS HSC – CDR Oditt stated that the final adjustments to the proposed anchorage areas for of the CT deep draft ports had been made. It was the intent of the CG to go straight to the Final Rule phase of the regulatory process. In response to a question as to whether or not the CT Fund for the Environment had weighed in on the proposed rule, CDR Oditt responded that he was not sure.

7. Executive Session – An Executive Session was held to discuss the status of the pilot license application process. The public session was recessed at 0915 and reconvened at 1003. It

was reported that no motions were made and no votes were taken during the executive session.

Upon reconvening, the Vice Chair returned to item 3D and asked Chuck Beck to provide an update. Beck provided a summary of the recently completed pilot license application and selection process that had resulted in a top candidate being identified out of 18 applicants. Mr. Michael A. Peszke was determined to be the top candidate. John Love made a motion that the CPC recommend to the CTDOT Commissioner that Mr. Peszke be offered a CT marine pilot license for the water for which meets all of the requirements. The motion was seconded by Vin Cashin and passed by unanimous vote. Chuck Beck stated that he would notify all of the applicants of the results as well as draft a license letter for the CTDOT Commissioner's signature.

8. A motion to adjourn was made by Vin Cashin, seconded by Bill Gash and approved by unanimous vote. The meeting adjourned at 1005.

The Commission's next public meeting is scheduled for **8:30 a.m. on Tuesday May 18, 2010 at the Coast Guard Sector Long Island Sound in New Haven, CT**

Rick Barry
Vice Chairman, Connecticut Pilot Commission

