

**Connecticut Pilot Commission
Summary Report May 17, 2011 Public Meeting
USCG Sector Long Island Sound
New Haven, CT**

1.) The public meeting was called to order at 8:30 a.m. by Chairman Peter Boynton. All nine Pilot Commission members/designees were present (Rick Barry, Chuck Beck, Alan Blume, Peter Boynton, Bill Gash, Phil Gaughran, Ralph Gogliettino, John Love and Dave Pohorylo). Also attending were Dave Rossiter of CTDOT, CDR Amy Beach of CG Sector LIS, Rich Astles, Paul Costabile, Tom Dubno, Charlie Jonas, Keith Kelsey, Bill Mulligan, Brad Pimer and Alex Woodworth. All present were asked to introduce themselves.

2.) A motion was made to approve the summary report of the April 19, 2011 meeting by Chuck Beck and seconded by Rick Barry. There was no discussion. The motion to accept the summary report passed by unanimous vote

3.) Continuing Business:

A. Goals and Objectives –The Chairman asked Chuck Beck to take the lead on the discussion. Beck stated that it seemed appropriate for the CPC to review/revise the Goals & Objectives since in June it will be two (02) years since they were crafted and forwarded to the CTDOT. A copy of the CPC letter with enclosures to CTDOT dated June 24, 2009 were part of the meeting package material for the convenient review of others. The Chairman solicited comments from the Commissioners. Hearing none, he stated that he would take the item for action and discussion at the June CPC meeting.

B. Request of Apprentice Pilot – Chuck Beck reminded all that the drop dead date for interested parties to respond/ submit an application package to the public solicitation was May 31, 2011. In response to a question, he stated that to date only one application package had been received.

C. Pilotage Rates and Fees –All were reminded that the committee formed at the April 19, 2011 CPC meeting committed to providing a written report in 60 days; the June 21, 2011 CPC meeting

4.) New Business

A. Pilot Boat Certificate - The Chairman asked Chuck Beck to walk everybody through the issue. Beck reminded all that the Chairman had asked for the exchange of documents between Dave Rossiter and Tom Walker to be provided to all of the CPC Commissioners. The requested documents were part of the meeting package. In summary, Tom Walker had recently asked for the CTDOT to provide a Pilot Boat Certificate of Compliance for his boat. The documents in the meeting package indicated that when the temporary certificates were offered by the CTDOT in 1997, Walker had refused access to the inspectors, thus was denied a certificate. In response to a question from Alan Blume as to why the issue was on the agenda, he was advised because the Chairman had asked it to be. A short discussion ensued concerning the CTDOT having not yet generating any pilot boat regulations as well as the boat currently being used by Tom Walker being different from the boat he had in 1997. Charlie Jonas offered that all of the pilot boats in service are required to have insurance and the insurance companies require the boats to be inspected/ surveyed for seaworthiness. The discussion concluded with comments concerning the need to establish pilot boat standards apart from federal minimums set for work boats. Pilot boat standards if and when established should/would cover more than seaworthiness. Safety equipment requirements and personnel retrieval capability were offered as examples.

B. Joint Rotation Statistics – Chuck Beck stated that the intent was to distribute statistical data requested from the Joint Rotation Administrator on the actual ports of call/departures for all to have. Unfortunately, he did not receive/open the document provided until just before departing his office to attend the CPC meeting. He did print the document provided by the JRA that covered calendar years 2006 through and including 2010. Copies were made and passed to the CPC Commissioners. Chuck Beck committed to include electronically distribute the documents with the summary report. Paul Costabile advised that the statistics contained in the document did not include traffic that passed through Long Island Sound without stopping in LIS at a CT or NY port.

5. CONNDOT Comments –Dave Rossiter provided additional information on an exchange of correspondence between him and Captain Tom Walker concerning the request to have his pilot boat certified by the Department. A CT General Statute passed in 1997 (Sec. 15-15e) stipulated that after October 1, 1997, no owner or operator of a vessel could transport or offer to transport a state licensed pilot for the purpose of embarking or disembarking another vessel unless the a certificate of compliance had been obtained from the Commissioner of CTDOT. The CTDOT Commissioner was required to issue a certificate of compliance to those who complied with the pilot boat requirements specified in regulations though none existed. CTDOT was to adopt pilot boat regulations related to a host of issues both administrative and operational. Standards and procedures for the issuance and renewal of such certificate as well as the grounds for the suspension of such a certificate were to be established. Requirements relative to the inspection of pilot boats, including the designation and qualifications of inspectors and maintenance and inspection of logs were to be included. The procedures for embarkation and disembarkation of pilots as well as related equipment and the operation of the equipment to be required on pilot boats were to be established by regulation. The regulations were also to establish standard rates for the use of pilot boats. Rossiter stated that the imperative to comply with the Statute is what prompted the initial inspections of pilot boats in service at that time. Pilot boat operators whose boats passed were given a “temporary certificate of compliance”. Dave reminded all that the Pilot Commission Statute (Sec 15-13(c)) places charges the CPC to advise the CTDOT Commissioner on the proper equipment to be carried on pilot boats. Dave concluded his remarks by stating that nothing had been received from Tom Walker since the last exchange.

6. USCG Comments

A. LIS AMSC –No comments were offered on the LIS AMSC.

B. LIS HSC – CDR Amy Beach from CG Sector LIS was present and provided a brief report. The Block Island Port Access Route Study (PARS) was delayed due to a supplemental notice of study to address concerns from the RI Pilots. It is now with First Coast Guard District legal office for review. The District 1 Prevention Division will review, seek the District Commander’s signature and forward it to CGHQ. Once approved by CHHQ a copy will be provided to all concerned within the LIS AOR.

CDR Beach also stated that the Bureau of Ocean Energy Management Regulation and Enforcement (BOEMRE) has identified numerous locations on the Atlantic Continental Shelf for potential development of Offshore Renewable Energy Installation (OREI) sites. The initiative has the potential to impact maritime traffic along the entire Atlantic coast. Commander Coast Guard Atlantic Area (LANTAREA) is sponsoring an Atlantic Coast Port Access Routes Study (ACPARS) for the entire Atlantic coast (Maine to Florida), to examine the potential impacts, identify mitigation measures, and facilitate balancing multiple, and possibly competing, uses of the waters along the Atlantic coast. CDR Beach provided an excerpt from the Federal Register which has also been published in a D1 Local Notice to Mariners (OLNM):

“In order to provide safe access routes for the movement of vessel traffic proceeding to or from ports or places along the eastern seaboard of the United States, the Coast Guard is conducting a Port Access Route Study (PARS) to evaluate the continued applicability of, and the need for modifications to, current vessel routing measures. The data gathered during this Atlantic Coast

PARS may result in establishment of one or more new vessel routing measures, modification of existing routing measures, or disestablishment of existing routing measures off the Atlantic Coast between Maine and Florida. Mariners are encouraged to submit comments before the deadline, August 9, 2011. 76 Fed. Reg. 27288 (May 11, 2011) <http://www.gpo.gov/fdsys/pkg/FR-2011-05-11/pdf/2011-11483.pdf>

7. Public Comment – None.

8. Executive Session – Executive Session was not requested or held.

9. A motion to adjourn was made by Bill Gash and seconded by John Love. The motion was approved by unanimous vote. The meeting adjourned at 0849 AM.

The Commission's next public meeting is scheduled for **8:30 a.m. on Tuesday June 21, 2011 at the CG Sector Long Island Sound office in New Haven, CT.**

Peter Boynton
Chairman, Connecticut Pilot Commission