

**Connecticut Pilot Commission
Summary Report May 21, 2013 Public Meeting
Coast Guard Sector Long Island Sound
New Haven, CT**

- 1.) The public meeting was called to Order at 10:05 a.m. by the Chairman, Bill Gash. Pilot Commission members Chuck Beck, Bill Borek, Mike Eisele, Phil Gaughran, Ralph Gogliettino and Dave Pohorylo were also present. Also attending were Vincent Cashin, Keith Colwell, Paul Costabile, David Cunningham, Tom Dubno, Charlie Jonas, Vincent Kirby, Joe Maco, Adam Richardson, Dave Rossiter and Alan Stevens.
- 2.) A motion was made to approve the summary report of the April 16, 2013 meeting by Mike Eisele and seconded by Dave Pohorylo. The motion passed by unanimous vote.
- 3.) Public Comments – None offered.
- 4.) U.S. Coast Guard – No USCG representative was in attendance, no comments were offered.
- 5.) Rotation System Administrator Report – Captain Paul Costabile stated the Rotation System Executive Board (RSEB) had met just prior to the CPC meeting. He inquired as to whether he was expected to provide minutes of the meeting or comments on behalf of the RSEB. He stated that several important issues had been discussed at the RSEB meeting and there was positive movement.
- 6.) Rotation System Executive Board (RSEB) Report - The Chairman asked Phil Gaughran for an update. Gaughran stated one of the issues discussed was heavy weather guidelines to be further discussed with the USCG. A future meeting would attempt to resolve a launch issue at City Island in the western end of Long Island Sound (LIS). Sandy Hook will provide a launch for the western end but the point of embarkation is Stapleton, a long distance away. Charlie Jonas added that the pilots might have to impose a detention fee to cover the time transiting from Stapleton to City Island. In response to a question about other potential providers, it was stated that Sea Tow had a boat but it was not very suitable. In response to a question from the Chairman, Phil Gaughran stated that the need for a launch does not occur that often of late. The Chairman commented that imposing a detention fee as indicated by Charlie Jonas might not be allowable by the current regulations/statutes and recommended that all review before imposing. Joe Maco stated that the imposition of a detention fee was not discussed at the RSEB as implied by Charlie Jonas.
- 7.) Connecticut Department of Transportation – Dave Rossiter advised that the Army Corps of Engineers had obtained the necessary Water Quality Certificate (WQC) otherwise known as a permit for the New Haven Harbor maintenance dredging project scheduled to take place during the winter 2013—2014 dredging season. Dave also stated funding for the project was in the President's FY 2013 budget. Dave concluded by stating that this year is the 375th anniversary of the founding of New Haven.
- 8.) Executive Session: The CPC adjourned to Executive Session at 1014 to discuss issues related to state pilot licenses and harbor launch charges. The Public Session of the CPC meeting was reconvened at 1038. The Chairman announced that no motions had been made and no votes had been taken.
- 9.) Continuing Business:
 - A. Investigative Processes for Marine Incidents/Accidents – The Chairman announced that due to the absence of Alan Blume, discussion on the agenda item would be deferred until the June 18, 2013 CPC meeting

B. Apprentice Pilot Training Report - Phil Gaughran announced that one of the apprentice pilots (Scott Esposito) had resigned from the program via email. In response to a question, Phil stated that Esposito had taken a job with Moran Towing. Phil stated that Sean Bogus, the other apprentice, had submitted a trip report for New Haven Harbor dated 04/29/2013, the first such report since December 2012. Paul Costabile stated that he was told that Bogus would be submitting a letter of resignation as well and pursue a NY State License. The Chairman commented that he hoped the CT pilots would allow Bogus to ride with them and was assured that he would by Phil Gaughran. In response to a question from Phil, Chuck Beck stated that a new apprentice pilot selection process would take approximately 6 or more months. The steps for the process were reviewed: request from CSP, solicitation by DOT, examination of eligible applicants, interviews of top scoring applicants. In response to a question from Joe Maco about documentation of the resignations, Phil Gaughran stated that he had received an email and forwarded it to Chuck Beck. Nothing had been received from Bogus yet because Paul Costabile's announcement was the first indication.

C. Recency Requirements – Phil Gaughran stated due to the recent trip made by the Sandy Hook Pilot Boat, all CSP pilots with a Western End of Long Island Sound endorsement were now recent to City Island. He thanked the Sandy Hook Pilots for including the CSP. Phil stated that the western end run included passages in and out of Port Jefferson where it was noted that the sector light (the replacement for the former range light) was still not functioning properly; it was not visible. That led into a discussion about the Port Jefferson Sector light that was deferred to New Business. Phil then introduced an article in support of "virtual trips" that might be counted towards recency trips. He also introduced a table that compared membership of pilot commissions throughout the US. The Chairman asked Chuck Beck to distribute with the meeting minutes so all could have a copy.

D. Pilotage Rates and Fees – Status of Pilotage Rate Increase Regulation - Chuck Beck stated that the change to the regulation had cleared the Attorney's General office. He believed that the next step will be review/hearing by the Regulatory Review Committee.

10) New Business:

A. Port Jefferson Sector/Range Light – The pilots who participated on the western LIS trip on the Sandy Hook Pilot boat could not see the new Port Jefferson Sector Light. Vin Cashin stated that in discussions he had recently with the Bridgeport-Port Jefferson Ferry captains they had indicated the same problem. Both the pilots and the ferry captains indicated that the problem with the light had been reported to the USCG. The visibility problem with the new light had been discussed at the April CPC meeting. The USCG indicated that they were aware of the problem and would increase the intensity from 4 to 8 miles. Due to there not being a USCG representative at the meeting, the CPC was unable to determine if the intensity had been increased yet. If it had then there is a bigger problem with the light. A comment was made about a leading/sector light was not an adequate replacement for a range light.

Joe Maco stated he recently noted a problem with the New Haven Harbor rear range light; it appeared to be either out or obstructed by trees. After the Chairman recommended that the CSP write a letter to the USCG documenting the problem, Phil Gaughran asked Paul Costabile to draft a letter and provide it to the CSP for review/signature.

B. Pilot Launch Issues – Chuck Beck stated that an issue had been raised recently about the scheduling of pilot boat launches and a need for better scheduling of pilots and/or coordination between the exchange of pilots at anchorage to eliminate potentially redundant harbor launch trips, thus keeping expenses down. Beck made a motion for the CPC to send a letter to the DOT expressing the concern. The motion was seconded by Mike Eisele and passed by unanimous vote. Beck will draft a letter for the Chairman's signature.

11.) Adjourn - A motion was made by Ralph Gogliettino to adjourn. The motion was seconded by Bill Borek and passed by unanimous vote. The meeting adjourned at 1056.

The Commission's next public meeting is scheduled for **10:00 a.m. on Tuesday June 18, 2013 at the U.S. Coast Guard Sector Long Island Sound in new Haven, CT**