

Connecticut Pilot Commission Regular Public Meeting April 4, 2023
Connecticut Port Authority Office – In Person
Old Saybrook, CT

Meeting Minutes

1. Call to Order – The public meeting was called to order by Bill Gash at 09:00 am.

CPC members in Attendance: Wynn Bohonon, Captain Maco, Ulysses Hammond, Mike Eisele, Chris Clark, Captain Peszke, Bill Gash

CPC Members Absent: Ralph Goglientino, Dave Pohorylo

Port Authority Staff: Joe Salvatore

Public: Captain Meade, Captain Richardson, Captain Toby, Sean Byrnes, Captain McCallum, Captain Astles, Arnold Skretta

2. Summary Report – Approval of March 7, 2023 (no vote taken)

Motion:

Second:

Abstained:

Approved:

3. Public Comments

- Captain Richardson updated the group on the State Pier Simulator, everything is set.
- Captain Peszke inquired if the simulator training is getting paid from the Pilot Training Fund. Training is on April 11 and 13.

4. U.S. Coast Guard – No representatives present

5. Continuing Business

- A. Discussion-Pilot Safety Equipment & Training Reimbursement Regulations CGS 15-14-1c
Additional Fees.

Points of Discussion.

- No discussion.

- B. CT Pilot Apprentice Training Discussion and Progress Update (Interport)

- Captain McCallum continues to make trips towards his federal license. He attained Easter LIS and New Haven Harbor. He is now working towards Block Island Sound with trips counting towards the CT License and training in Long Island Sound.
- Captain Dillman is in contact with Interport. He rode several vessels, does not have trips for his federal license. He is not located in the area.
- Captain Cooney not responsive in 4-5 months to start training/trips.

C. CT Pilot General Update

- No discussion.

D. Update – CT pilot Training for Docking at the Improved State Pier Northeast Bulkhead (Delivery Berth).

- Simulator Training is scheduled for April 11 and 12 at USMRC, Newport, Rhode Island. The CT Pilots, Northeast Pilots, Thames Tow and McCallister Tow will be participating in the training sessions.
- Captain Astles made points to make sure new vessels, types similar with the OSW vessel type is important to have modelled in the simulator. Pilots and master's need to familiarize themselves with the port. The storage of components on the vessels is different than standard cargo vessels. Vision is sometime blocked on the bridge wings due to components.
- Captain Maco opined that it is the CPC's mission to have safety of navigation in and out of the ports and harbors.

E. Update – New Haven Harbor Navigation Deepening Design Simulator Exercise.

- Salvatore inquired with Interport Pilots on coordination with the Army Corps of Engineers for the planned July simulator sessions. It is still getting coordinated.

6. New Business

A. Update – Extension-of-Route Submissions and Review for Captain's Toby and Meade.

- Gash has requested and sent to two commissioners to review and make comments/recommendations to the CPC.
- Captain Peszke asked why the CPC voted and approved the extension-of-route for his extension at the last meeting. It was then asked if the CPC votes to approve issuing the yearly pilot renewal license. Currently the CPC recommends to the CPA who is the statutory authority to license based on the information provided. CPA (Salvatore) collects the information, checks-off if information is accurate. The Executive Director then based on that has signed the licenses.
- As a point of process, the Executive Director would like the CPC to vote on all recommendations for licensing.

Motion to hold votes for all licensing – Hammond

Second – Clark

Approved.

B. Update – Discussion and Review of Pilot Agency for the CT Licensed Pilots. Long-Term Planning for the Future of Pilotage in the CT Ports and Waters.

- Chair Gash opened the discussion providing a brief history that roughly 15-years ago DOT and CPC were trying to streamline the operational aspect of the CT Pilots into one functioning entity. At that time, the rotation administrator did the mechanics of scheduling and management.

- DOT/Captain Beck worked with CPC to come up with a plan to change legislation to establish apprentice pilots and organize the pilots by having one entity, Interport Pilots. It is set in statute that a new pilot shall join and work under the Interport Pilot group.
- It is not known if any historical documents exist between DOT and Interport Pilots. No record of an agreement can be located. Those involved do not have such documents or know if there was ever one developed.
- CPA finds that this needs further discussions. This may be considered “sole-sourcing” and did not follow current CPA/State procurement rules. Should be reviewed by CPA legal. Director Hammond agreed to brief legal to conduct a review of the policy and procedures related to this. CPA will report back to CPC on the findings.
- CPC will take the guidance for CPA legal and recommend action if needed to CPA.
- Captain Richardson explained that there must be an Association of Pilots or a Franchise to manage the pilots. Through the Association pilot training is provided, re-occurring training to keep the pilots to date. Also stated that there is nothing to put an RFQ or RFP out for. No one will respond. It is done this way throughout the east coast and for generations this way.
- It was noted that Interport Pilots are owned by three individuals, two of which are CT Pilots. Not clearly stated how the fees are distributed amongst the ownership and pilots. No business details provided on how Interport Pilots are set-up.
- The use of a pilot boat is through Interport Pilots. How would this work for the pilots if not contracted with Interport?
- CPA has concerns about how the relationship with Interport can pass Contracting Standards and State Audits?

7. Adjourn

Motion: Bohonon

Second: Eisele

Time: 10:27 am

Next Meeting:

9:00 AM Tuesday, May 2, 2023

Location: TBD