

Maine Pilotage Commission



MaineDOT ~ Room 421 Conference Room
November 19, 2015

Minutes of Meeting

In compliance with MSRA 38 § 85 and in fulfillment of the Commission's duties addressed in MSRA 38 § 90, a meeting of the Maine Pilotage Commission was held on November 19, 2015 in Augusta Maine.

Administration:

Maine Pilotage Commission Members constituting a quorum were:

Captain Charles Weeks	– Chair of the Commission
Captain David Gelinas	– Pilot Member
Captain Gerald Morrison	– Pilot Member
Captain John Worth	– Maritime Public Member
Mr. Brian Downey	– Pilotage Commission Administrator

Maine Pilotage Commission Interested Parties present were:

Captain Skip Strong	– Penobscot Bay and River Pilot
Captain David Smith	– Penobscot Bay and River Pilot
Captain Adam Philbrook	– Penobscot Bay and River Pilot
Captain Douglas Fournier	– Penobscot Bay and River Pilot
Commander Andy Myers	– U.S. Coast Guard, Sector Northern New England

Maine DOT staff present were:

Mr. Rob Elder	– Director, Office of Freight Transportation and Business Services (MaineDOT)
Mr. John Henshaw	– Executive Director, Maine Port Authority
Ms. Kim King	– Office of Freight Transportation and Business Services (MaineDOT)

Agenda Item 1 – Call to Order

Captain Weeks opened the meeting at 1030, acknowledged a quorum and facilitated introductions around the room.

Amendments and Carry-Over Items: There were no carry over items from the June 11, 2015 meeting. Captain Gelinias requested to add one agenda item to discuss the Penobscot Narrows Bridge lighting. Hearing no other amendments, Agenda Item One was closed.

Agenda Item 2 – Approval of June 11, 2015 Commission Meeting Minutes

After considering the content of the June 11, 2015 meeting minutes, Captain Worth motioned to accept the minutes. Captain Morrison seconded the motion; and hearing no objections or abstentions it was thus:

RESOLVED to approve the minutes of the June 11, 2015 Maine Pilotage Commission meeting.

Agenda Item 3 – Regulatory Update

Rate Adjustment: Mr. Downey reviewed the status of the Rate Adjustment hearing which occurred on June 11, 2015. Rate adjustments were proposed from each pilotage group for every route. No testimony was heard in opposition to the adjustments during the hearing. Further, no written or verbal comments were received during the post hearing comment period. The adjustments to pilotage rates were thus accepted and now apply to all routes. The revised rates are posted on the Maine Pilotage Commission web-site at www.maine-pilotage.com.

LD 198: Mr. Downey also reviewed the status of the legislative action to amend MSRA 38 § 87-A to include non-commercial vessels up to 253 feet in length (77 meters). The Bill was signed by Governor LePage on April 3, 2015. The Bill took effect after the 90 day period following the adjournment of the legislature and is now in force. The written statute will be available on the internet at the end of November or early December of 2015.

Agenda Item 4 – Pilot Policy Updates

Web-Site: Mr. Downey reviewed the renewed Pilotage Commission web-site and demonstrated all of the site's tabs to the Commission. Captain Gelinias suggested that the Safe Passage brochure be added to the Safety Tab of the site. Captain Gelinias also suggested that a link be offered that connects to the American Pilots Association as well as the Maine Port Authority. Captain Morrison requested a link to be added to the Eastport Port Authority. Captain Strong requested the Penobscot Bay and River Pilots web-site be also linked to the Commission's site.

New Forms: During the web-site demonstration, Mr. Downey also displayed the refreshed Pilotage Commission administration forms that are available in PDF form on the web-site. No "new" forms were created just updates and enhancement of existing Pilotage Commission forms.

Under Keel Clearance, Day Time and Visibility Restrictions: During the revision of pilotage examinations, Mr. Downey noticed several references to various navigation restrictions. Dialogue was initiated to determine if any further guidance or policy is/was required to further define under keel clearance, day-time navigation restrictions and visibility restrictions.

The consensus of the quorum was that the guidelines currently contained in the Coast Pilot remain in effect and are sufficient to maintain navigation safety.

ID's: In September, Mr. Downey was contacted by a pilot regarding the status of the Pilot Commission ID card system. In response, Mr. Downey and Ms. King organized new Port Authority ID cards to be issued to all active pilots and Commission members. Following the meeting, all parties in attendance were photographed for new ID cards. All ID cards for pilots will now have expiration dates that align with their State License expiration. New ID cards will be issued during the license renewal process. Commission members or pilots who were not in attendance of the meeting may receive a new ID card but must e-mail a passport style "Head and Shoulder" photograph in a "JPG" format to Brian Downey or Kim King who will facilitate the issuance of the card which will be mailed.

Agenda Item 5 – Financial

Cash Report: Ms. King reported on *Marine Accounts* which has a current balance of \$12,570.55. License income and insurance expenses flow through this account.

Total cash received since June 11, 2015:

- Total Cash Receipts: \$925.00.

Cash disbursements since June 11, 2015:

- Board Travel: \$651.44;
- Legal Advertisements (for Rate Hearing): \$846.47;
- Stenographer (Rule Hearing Dec 17, 2014) \$237.30; and
- Stenographer (Rate Hearing June 11, 2015) \$292.90.

Training Fund Balance: The *Pilotage Training Account* currently has a balance of \$45,833.55.

Total receipts since June 11, 2015:

- Zero.

Cash disbursements since June 11, 2015:

- Penobscot Bay & River Pilots (Raven PPU Training) \$2,379

Although not reflected, two sessions of exportable Fatigue Management training was delivered by MITAGS on November 17-18, 2015 which has not yet been invoiced or deducted.

Agenda Item 6 - Pilot Licensing

Mr. Downey updated the Commission on various licensing transactions which have occurred in 2015. Captain Read has tested and was approved for pilotage from Fort Point to Bucksport on

August 25, 2015. Captain Douglas Fournier completed his apprenticeship under the sponsorship of the Penobscot Bay and River Pilots. He tested for an initial license to pilot the waters of Penobscot Bay on July 13, 2015 and later tested for Frenchman's Bay/Bar Harbor on August 11, 2015. Captain Gelinias welcomed Captain Fournier aboard and offered his praise on a job well done during the apprenticeship. Captain Fournier thanked the Penobscot Bay and River Pilots and the Commission for their support and confidence. Mr. Downey publically executed the Pilot's Oath to Captain Fournier.

Agenda Item 7 – Coast Guard Comments

Ice Breaking: Commander Andy Myers briefed the Commission on current events at Sector Northern New England. He outlined the general scope of ice breaking assets which is expected to remain steady with employment of the Sector's three 65' icebreaking tugs and the 140' THUNDER BAY which may be temporarily deployed out of the zone but is not anticipated to be missing for primary local icebreaking missions. Captain Strong asked about the longevity of the 65' foot tugs which were all built in the 1960s. CDR Myers indicated that there are no immediate plans to renew or replace them.

Ports of Safe Refuge: CDR Meyers discussed the continuing need to recognize Ports of Safe Refuge in the event of a marine casualty or other need for a vessel to enter a port under emergency conditions. This topic was agreed to be raised in more detail at future Port Safety Forums as well as through direct pilot engagement.

Mariner Activated Radio Sound Signal: CDR Myers also updated the Commission regarding the ongoing replacement of obsolete VM-100 fog signals with the latest generation on-demand Mariner Activated Radio Sound Signal (MRASS) systems. The VM-100 systems are aging with growing reliability issues and limited spare parts, requiring the transition. The U.S. Coast Guard is upgrading the older VM-100 systems across the entire country including Maine. The new MRASS system allows mariners to remotely activate navigation sound signals on demand by using a VHF radio. Mariners who require a sound signal will activate the aid by keying their VHF mic 5 times within 10 seconds on channel 83. The range of activation is line of sight. Once activated, the signal will sound for a pre-set period of time between 15 to 60 minutes. Interested parties should contact the Coast Guard Sector Northern New England Waterways Management Staff at (207) 347-5015.

Agenda Item 8 – Other/Miscellaneous

Fatigue Management: Captain Gelinias briefly discussed fatigue issues as highlighted during a recent Pilotage Fatigue Management Seminar held earlier in November. He referenced inherent issues of disrupting phone calls during rest/sleep hours. While the referenced calls had operational merit as they typically pertained to changing vessel arrival times, he invites dialogue to explore alternative methods to share information to ease fatigue. The item will be placed on the next Port Safety Forum agenda.

International Ferry Operations: Captain Gelinas raised attention to the pilotage requirements that will apply to the new operator of the Nova Scotia/Portland ferry. While it was acknowledged that the Maine statutes have been changed to require pilotage (including international ferries) he highlighted the requirement to maintain pilotage with that operation, referencing M/V NOVA STAR pilotage during the past two operating seasons.

Penobscot Narrows Bridge: Captain Gelinas discussed an informal arrangement he has been pursuing with the Maine DOT Bridge Section to light the Penobscot Narrows Bridge. The pilots noted that the aesthetic illumination of the towers significantly increases navigation safety in an otherwise very dark portion of the route between Fort Point and Bucksport. The lights are typically only illuminated in the summer tourist season but can be energized with advanced notice in the off season. The Maine DOT bridge section will work with the pilots to energize the lights with several days advanced notice in the non-tourist season.

Commissions: Captain Walker's Commission expired in September 2015. Captain Mark Klopp was approved by Governor LePage to assume the vacancy as the Kennebec River Pilot member. No other Commissions are due for renewal at this time.

Verified Tasks: Mr. Downey reviewed tasking that was initiated during the meeting including:

- Call Peter Blanchard or Maine DEP regarding avenues of alternative training funding.
- Call MITAGS to explore exportable Bridge Resource Management for Pilots course.
- Contact Maritime Pilots Institute to explore manned model training.
- Add Safe Passage to the Commission web-site.
- Add Designated Track Areas and Anchorages to the Commission web-site.
- Add Maine Port Authority, Penobscot Bay and River Pilots, American Pilot Association, and Eastport Port Authority web-links to the Commission web-site.

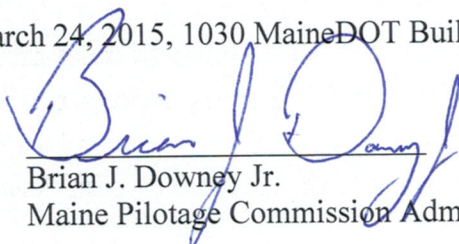
Agenda Item 9 – Adjourn

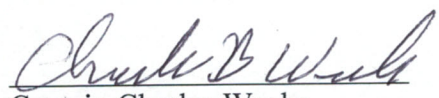
The meeting was adjourned by the Chair of the Commission, Captain Charles Weeks at 1220. Those in attendance were photographed for issuance of new Port Authority IDs.

Next Meeting:

The next meeting will be set for March 24, 2015, 1030 MaineDOT Building.

Respectfully submitted:


Brian J. Downey Jr.
Maine Pilotage Commission Administrator


Captain Charles Weeks
Chair, Maine Pilotage Commission