

# Maine Pilotage Commission



MaineDOT ~ Room 227 Conference Room  
April 29, 2016

## 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 April 29, 2016 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 Mark Klopp	– Pilot Member
Captain John Worth	– Maritime Public Member
Mr. Tom Dobbins	– Maritime Industry Member
Captain Shawn Moody	– Maritime Industry Member
Mr. Brian Downey	– Pilotage Commission Administrator

Maine Pilotage Commission Interested Parties present were:

Captain Skip Strong	– 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
Captain Michael Ames	– Inactive Licensed Pilot
Captain Ryan Read	– Penobscot Bay and River Pilot

Maine DOT staff present were:

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 1020, acknowledged a quorum and facilitated introductions around the room. This meeting had been scheduled for March 24, 2016 but was rescheduled due to inclement weather.

*Amendments and Carry-Over Items:* There were no carry over items from the November 19, 2015 meeting. Captain Gelinis requested to add one agenda item to discuss the international ferry which will begin operation in June of 2015 between Portland, ME and Yarmouth, NS; hearing no objections, it was thus:

RESOLVED to amend the agenda to include international ferry pilotage under agenda Item Eight. Hearing no other amendments, Agenda Item One was closed.

## **Agenda Item 2 – Approval of November 19, 2015 Commission Meeting Minutes**

After considering the content of the November 19, 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 November 19, 2015 Maine Pilotage Commission meeting.

## **Agenda Item 3 – Commission Elections**

Mr. Downey explained that as the first Commission meeting of the new calendar year the Commission is required per the Maine State Pilotage Rules to elect its Chair for the next year. Captain Weeks volunteered to continue serving as the Chair of the Commission. Mr. Downey outlined that he had previously announced that the election would occur during this convening of the Pilotage Commission and solicited nominations of any new candidates. Mr. Downey reiterated the solicitation for new candidates. No new candidates were nominated. Hearing no objections or abstentions it was thus:

RESOLVED that Captain Charles Weeks was duly elected as the Chair of the Maine Pilotage Commission for a term of one calendar year.

## **Agenda Item 4 – Pilot Training**

Mr. Downey discussed the continuation of a three-year strategic training cycle that was initiated in 2013 by outlining a draft 2016 plan which identifies training needs through 2018. The draft plan maximizes the limited training funds of the Maine Coastal and Inland Surface Oil Clean-up (CISOC) Fund which is managed by the Maine Department of Environmental Protection (DEP). The training fund supports training to pilots to safeguard Maine's pristine coastal waters and shoreline against marine accidents and pollution. Further, the draft plan supports renewal of the April 9, 2015 DEP/Pilotage Commission Memorandum of Understanding and justifies a continued annual allocation of \$20,000 to the Pilot Training fund. The Pilotage Commission has committed to a broader approach to stretch the limited fund through the below best practices:

- First, the Commission is consolidating more courses and requiring larger pools of pilots to attend set course dates when possible. This permits group discounts and reduces travel costs.
- Second, where possible, the Commission is partnering with Maine Maritime Academy to support or directly conduct training. This advances Maine based maritime education and directs our training funds into the State of Maine. This also saves the cost of venue fees.
- Third, in the case of class room style training (which is typically a set cost per convening), the Commission has opened the training to other select stakeholders during recent training offerings. This effort more than doubled the reach of CISOC funds to a broader scope of waterway users including the state sponsored Maine State Ferry Service and Maine Maritime Academy faculty.
- Fourth, the Maine Pilotage Commission will continue its policy of a 25% pilot co-pay for all courses and travel expenses which off-sets costs.

Recommended training for the next three-year cycle includes:

### **Year 1 - 2016**

**Course:** Bridge Resource Management & Emergency Ship Handling for Pilots – 2 day course affords pilots the opportunity to refresh on navigation team management and emergency ship-handling skills under controlled simulation conditions. The program will create stressful situations forcing students to access all electronic navigation systems. Special emphasis is placed on how the technologies are being integrated onboard modern vessels and their strengths and weaknesses.

### **Year 2 - 2017**

**Course 1:** Reduced Visibility Course – 1 - day course will emphasize Navigation Rules of the road in reduced visibility including sound signals and light arrangements, safe speeds, passing arrangements, etc. Further, navigation skills will be tested including maximizing ECDIS, Portable Piloting Units, RADAR, and parallel indexing techniques. This course has the ability to reach up to 30 students (Pilots, Docking Masters, tug boat operators, and ferry captains) with direct impacts to Maine’s waterways.

**Course 2:** National Transportation Safety Board, Marine Investigation Course – 5 - day course will emphasize senior level instruction regarding marine investigation considerations, methods, techniques, as well as, applicable laws and policies surrounding casualty investigations.

### **Year 3 – 2018**

**Course:** Emergency Ship Handling Manned Model Course – 3 - day (24-hour) manned model program focuses on integrating E-pilot methods with tug use and connects the theory of large ship operations to actual practice in a scaled environment using manned models. The course places pilots in challenging and high stress situations with various equipment failures and operational dilemmas, in a safe and controlled environment, that are too unsafe to train on an actual ship in operation. This represents among the highest level training available to Pilots.

## Commission Comment

The Commission will review the three year training plan until May 15, and provide comments, edits and suggestions, back to Mr. Downey before finalizing and executing the Plan. After Commission discussion it was:

DIRECTED that Mr. Downey examine the benefits and consider a strategy of including a cost-share for course attendees outside of the pool of pilots for set cost class room courses which external stakeholders may be invited. Mr. Downey will also continue to engage with Maine DEP to gain concurrence on the Training Plan as well as promote the renewal of the April 2015 Memorandum of Understanding between Maine DEP and the Pilotage Commission.

## Agenda Item 5 – Paris Trader

Captain Morrison discussed a March 1, 2015 case in which he was denied facility access to legally board a ship in the performance of his pilotage duties due to an internal conflict between the facility and the ship manager. The case was ultimately resolved on its own and Captain Morrison was able to board the ship for an on-time departure. The case, nevertheless, raised interesting legal questions regarding who and how terminal access can be denied. It was determined that the issues exceeded the capacity and expertise of the Pilotage Commission but further cases (while extremely rare) should be forwarded to appropriate legal representation for support.

## Agenda Item 6 – Pilot Status

Mr. Downey reviewed upcoming Commission expirations as follows:

- Mr. Tom Dobbins: August 2016
- Captain Gelinas: October 2016
- Captain Worth: October 2016

Mr. Downey also reviewed upcoming Pilot License issues and expirations as follows:

- Physical Examination Documentation Due Dates:
  - Captain Read: September 2016
- License Expiration Dates:
  - Captain Klopp: Federal License (October 2016)  
State License (December 2016)
  - Captain Gelinas: Federal License (December 2016)  
State License (January 2017)

## Agenda Item 7 – Financial

*Cash Report:* Ms. King reported on *Marine Accounts* which has a current balance of \$12,245.81. License income and insurance expenses flow through this account.

Total cash received since November 19, 2015:

- Total Cash Receipts: \$375.00.

Cash disbursements since November 19, 2015:

- Board Travel: \$341.00;
- Correcting Journal: \$216.58;
- Pilotage Website Hosting: \$74.50; and
- STACAP: \$17.66.

*Training Fund Balance:* The ***Pilotage Training Account*** currently has a balance of \$39,003.25.

Total receipts since November 19, 2015:

- Zero.

Cash disbursements since November 19, 2015:

- MITAGS Fatigue Management plus venue costs: \$6,830.58.

#### **Agenda Item 8 – Other/Miscellaneous**

*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:* CDR Myers discussed the consideration of Places of Refuge in the event of a marine casualty or other need for a vessel to enter a port or area under emergency conditions. Examples of events that may trigger a Place of Refuge decision include vessel stability issues, flooding, cargo problems, fire, communicable disease, etc. The Coast Guard will host several Workshops to discuss the thought processes and frameworks needed to determine appropriate Places of Refuge. Workshops have already been conducted in Portsmouth and Ellsworth. Additional workshops will be held in:

- Portland–May (date to be determined)
- Eastport - May (date to be determined)
- Searsport - May or early June (date to be determined)

Interested parties may contact [Andrew.J.Meyers@uscg.mil](mailto:Andrew.J.Meyers@uscg.mil) for more details and specific venues.

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

- Finalize the Pilot Training Plan after the receiving Pilotage comments during the comment period.

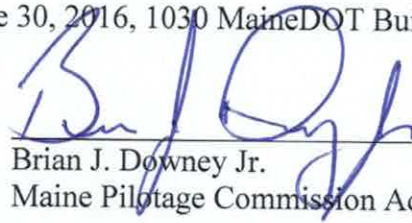
**Agenda Item 9 – Adjourn**

The meeting was adjourned by the Chair of the Commission, Captain Charles Weeks at 1135.

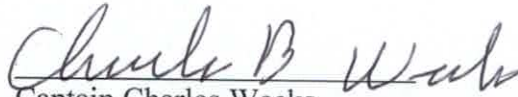
**Next Meeting:**

The next meeting will be set for June 30, 2016, 1030 MaineDOT Building.

Respectfully submitted:



Brian J. Downey Jr.  
Maine Pilotage Commission Administrator



Charles B. Weeks  
Captain Charles Weeks  
Chair, Maine Pilotage Commission