

MAINE PILOTAGE COMMISSION

Annual Report

August 1, 2018

Coverage: Fiscal Year 2018

SOS Tracking: 387



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MAINE PILOTAGE COMMISSION

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Mission Statement

It is declared to be the intent of the Maine Pilotage Commission to provide a system of state pilotage that:

- 1) offers maximum safety from the dangers of navigation for vessels entering or leaving the waters of the State of Maine,
- 2) is devoted to the safety of vessels, crew, and cargo, and the continuing protection of the environment, and vessels,
- 3) provides high standards for proficiency,
- 4) enhances commerce and navigation, and
- 5) educates the public about the role of pilotage.

Annual Report

August 1, 2018



Preamble

Pursuant to Maine Revised Statute, Annotated (MRSA) 38 § 90-A, this annual report of the Maine Pilotage Commission is provided to the Commissioner of Transportation covering Fiscal Year 2018 (July 1, 2017 - June 30, 2018). As required by the aforementioned law, this report provides details on the Pilotage Commission's operations and financial position. The report also offers comments and recommendations that the Commission considers essential.

Background

Following MRSA Chapter 38 (Waters and Navigation), the Maine Pilotage Commission oversees and maintains the state marine pilotage system devoted to the preservation and protection of lives, property, the environment and vessels entering or leaving state waters at the highest standard of efficiency. The Commission achieves this mission by ensuring the availability of well qualified pilots for the discharge of their duties in aid of commerce and navigation.

Additionally, the Commission establishes the rules, policies, and procedures that govern the licensing, training, and discipline of marine pilots in the state's waters under the jurisdiction of the Commission. The Commission also approves the rates which pilots may charge for services. Administrative responsibility for the Maine Pilotage Commission was transferred to the Department of Transportation in July 1998. Since that time, the Office of Freight and Business Services has served as the administrative arm of the Commission.

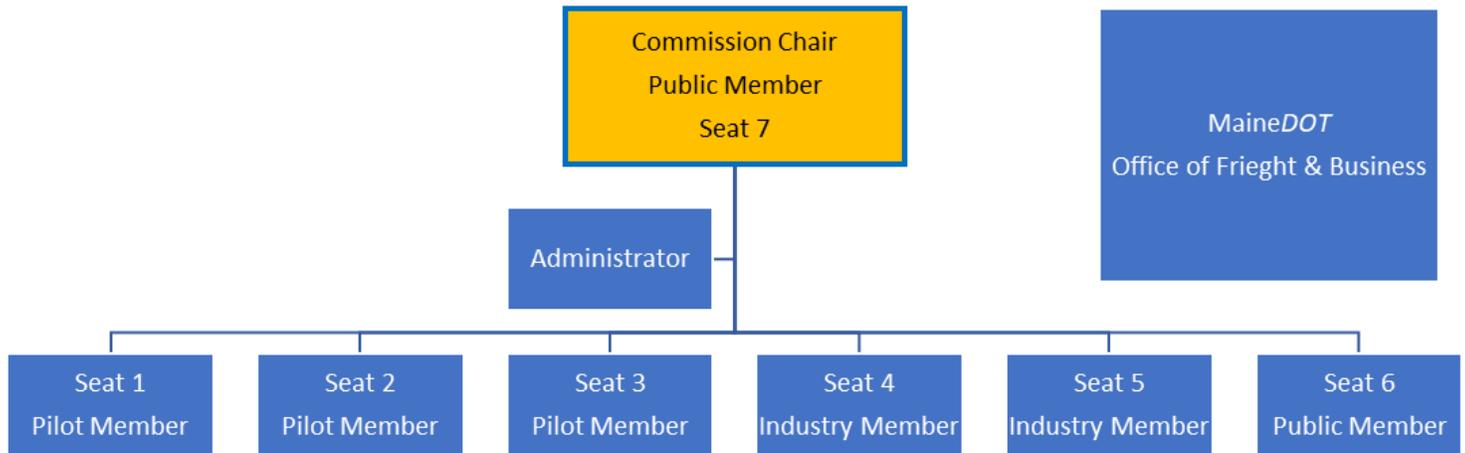
The Maine Pilotage Commission

The MRSA 38 § 89 requires the Maine Pilotage Commission to be comprised of seven individuals who are citizens of the United States and Maine and appointed by the Governor as follows:

- Three licensed pilots who are active in pilotage representing each of the Commission's coastal zones;
- Two members who are not licensed pilots but are from a maritime industry that utilizes pilots; and
- Two members representing the public who are not licensed pilots but have a maritime background.

The Commission elects a Chairperson who liaises with the Commissioner of Transportation and the Governor as needed. Captain Weeks was the Chairperson for the period of this report and was re-elected at the March 2018 Commission meeting.

Organization & Structure



Seat	Name	Date of Commission	Expiration	Status	Component
1	David Gelinis	October 7, 2016	October 7, 2019	Active	Pilot
2	Mark Klopp ¹	August 19, 2015	August 18, 2018	Active	Pilot
3	Gerald Morrison	October 23, 2017	October 23, 2020	Active	Pilot
4	Shawn Moody	October 23, 2017	October 23, 2020	Active	Industry
5	Thomas Dobbins	October 7, 2016	October 7, 2019	Active	Industry
6	John Worth	October 7, 2016	October 7, 2019	Active	Public
7	Charles Weeks ⊖	October 23, 2017	October 23, 2020	Active	Public

¹ Commission member's term is due to expire.

⊖ Commission Chair.

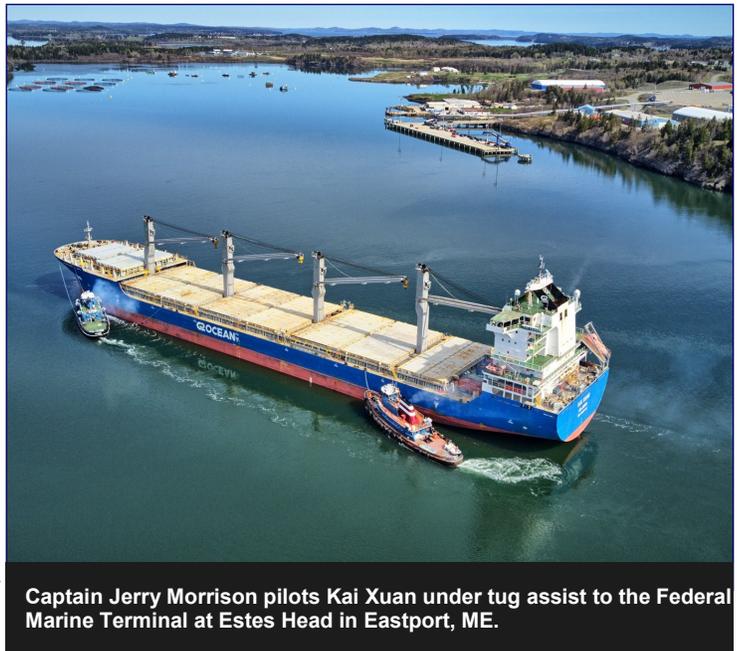
Governor LePage confirmed the re-appointments of Captains Weeks, Moody, and Morrison on October 23, 2017. One re-appointment for Captain Klopp was initiated in May of 2018.

Meet the Maine Pilotage Commission

Captain Charles Weeks - *Commission Chairperson*; Professor Emeritus, Maine Maritime Academy with over 50 years of shipping & education experience. Master of vessels of unlimited tonnage. **Commission member since 1998.**

Captain David Gelinas - President, Penobscot Bay & River Pilots Association, Master of vessels of unlimited tonnage. **Commission member since 1998.**

Captain Mark Klopp - Kennebec River pilot. Master of vessels of unlimited tonnage and prior tankship Master. Captain Klopp also serves as a pilot in Portland Harbor/Casco Bay and is the current President of Portland Pilots Inc. **Commission member since 2015.**



Captain Jerry Morrison pilots Kai Xuan under tug assist to the Federal Marine Terminal at Estes Head in Eastport, ME.

Captain Gerald Morrison - Eastport and Quoddy area pilot, Master of vessels of unlimited tonnage. Over 35 years of seagoing and pilotage experience, including extensive tanker experience. **Commission member since 1999.**

Captain Shawn Moody - Operations Manager at Chase, Leavitt Ship Agents, Master of vessels of unlimited tonnage. **Commission member since 1999.**

Mr. Thomas Dobbins - Operations consultant to Sprague Energy with over 45 years of vessel, facility and marine logistics experience. Serves as Portland Harbor Commissioner. Master of near coastal vessels of 100 tons. Mr. Dobbins also served the Maine marine industry as a Past President of the Portland Chapter of the Propeller Club of the United States. **Commission member since 2013.**

Captain John Worth - Retired Professor, Maine Maritime Academy, relief captain with the Maine State Ferry Service and extensive experience in shipboard operations and prior tug boat company owner. Master of vessels of 1,600 tons. **Commission member since 2007.**

Mr. Brian Downey - Commission Administrator, retired senior Coast Guard officer with over 25 years of experience in marine safety and regulatory enforcement. Licensed deck officer of vessels of unlimited tonnage. **Commission Administrator since 2013.**

Ms. Kim King - Transportation Planning Specialist with the Maine DOT Office of Freight and Business Services with over 35 years of multi-modal transportation experience. Liaises and coordinates administration and financial transactions for the Commission. **Commission Liaison since 2007.**

So... What *is* a Pilot?

Chances are – if you are driving it, typing on it, or wearing it, it probably got to you either in part or in whole, on a ship. According to the Middlebury Institute's National Ocean Economics Program, nearly all of the country's overseas cargo moves through American ports: 99.4% by weight and 64.1% by value.



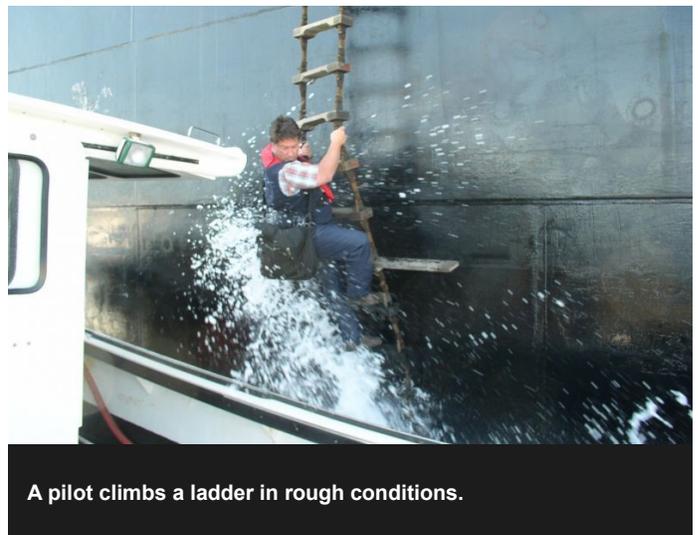
A cruise ship safely transiting Frenchman Bay under a pilot's care.

Closer to home, each year, hundreds of ships transit Maine waters and ports delivering or exporting approximately 7.7 million tons of cargo ranging from wood chips, fresh fish and diesel fuel to wind turbines. Supporting tourism, cruise ships transport over 385,000 passengers to Maine ports, boosting the State's economy with the infusion of approximately \$47 million. Most Mainers are unaware of how dependent they are on Maine state pilots and that virtually every ship entering a Maine port is piloted by skilled local experts; most with decades of seagoing experience.

The Pilot's role is the same as it was when pilotage was first recognized by the United

States' First Congress in 1789 – safety. Pilots protect mariners, ships, cargo, and our environment by safely navigating hundreds of ships through our Maine waters every year.

Often ships are staffed with foreign crews who are unfamiliar with the challenging Maine coast with its significant tides and currents, tricky channels and unique setting, highlighting the need for qualified pilots. Moreover, due to nature of the fishery, lobster boats often maneuver erratically while setting and hauling their traps which makes plotting a course for ship Captains difficult. Additionally, lobster boats often operate very close to large ships which is unsettling to transiting mariners. A deep draft vessel transit in many of Maine's waterways could have hundreds of fishermen along the way. Pilots understand these risks and work with the fishing community to reduce gear conflicts and improve safety.



A pilot climbs a ladder in rough conditions.

State pilots serve all types of vessels 24 hours a day, 365 days a year, ranging from cruise ships to oil tankers.

Maine state pilots provide direct on-board coordination with the ship's Captain and crew to help guide large ships through our narrow channels to assure our safety and protection of the marine habitat. Pilots board inbound and disembark outbound ships at sea using pilot boats by climbing a rope ladder on the side of the ship. Pilots make this challenging climb in all weather, regardless if the conditions are calm, stormy, or freezing.



Pilots weigh myriad navigation considerations including weather, tides, currents, visibility (fog, snow, etc.), underwater obstructions, rocks and shoals, floating hazards, ship traffic, and unpredictable recreational vessel traffic.

Aboard the ships, operational inputs are continuously received from sophisticated equipment including Global Positioning Systems, depth sounders, multiple radios, RADAR, as well as the ship's internal systems which monitor speed, engine RPM, rudder angles, rates of turn, and more. The raw data management coupled with the stress of entering or departing a port requires a local expert to help

manage the plethora of information that could overwhelm unfamiliar crews.

Environmentally, Maine is unforgiving. Certain parts of the country have different coastlines that have more favorable weather, better sustained visibility, sandy or mud bottoms, etc. Maine does not. Maine has harsh weather conditions extending into summer, unpredictable and heavy fog challenges and an extremely rocky coastline which could tear a ship hull open risking an oil spill that could harm our lobster habitat as well as tourism. Pilots reduce these risks through their extensive training and skill sets developed over long term apprenticeships and training.

Report to Joint Committee on Transportation

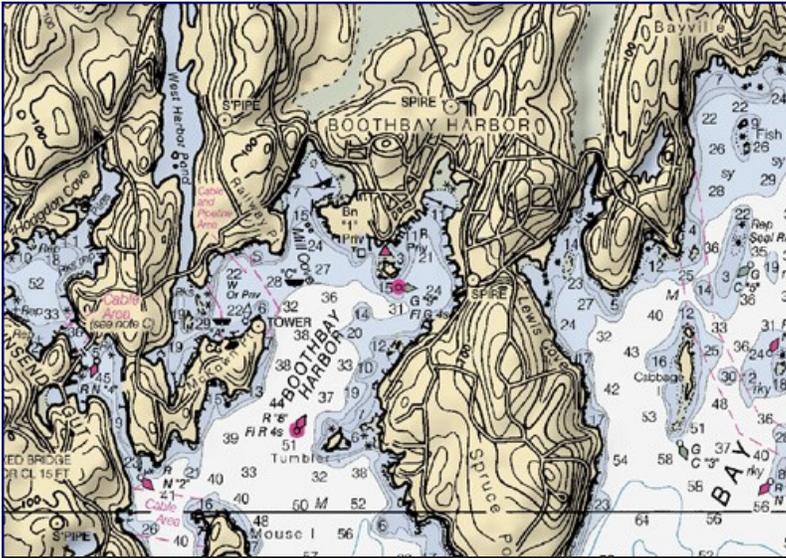
On November 1, 2017, the Maine Pilotage Commission submitted an 18-page Government Evaluation Act (GEA) report in response to a letter from the Joint Standing Committee on Transportation to review the Commission. The GEA outlines a process that is specifically structured to assist the Legislature with its duty to serve as a check and balance on those who administer the laws of the State. The Act (Title 3 MRS chapter 35) provides for regular, periodic legislative review of the efficacy and performance of state government agencies and applies to all agencies and governmental entities that receive General Fund money or, in the case of the Pilotage Commission, that are established by statute.

The Maine Pilotage Commission was last requested to complete a GEA report November 1, 2009. Although required by statute to complete an Annual Report to the Commissioner of Transportation, the GEA report serves a separate purpose and is far more detailed covering 17 Categories ranging from organizational structure to goals and performance measures. The report is meant to verify the viability of the Commission and assure compliance with its stated purpose and consistency with applicable State law and policy.

On February 1, 2018 the Report was formally briefed to the Joint Standing Committee on Transportation at the State House and was approved by the Committee on March 1, 2018. The Pilotage Commission thanks the Joint Standing Committee on Transportation for the opportunity to share the story of our pilots and the Commission that governs them.

Boothbay Harbor Pilotage Update

As noted in the 2017 Annual Report, Boothbay Harbor remains a challenge as only one pilot serves this low volume port. In 2017 two large yachts which were each well over 250' were delayed access to Boothbay Harbor due to limited pilot coverage. While the issue was resolved at the time, the overarching issue of pilot longevity remains for Boothbay Harbor. Boothbay Harbor receives virtually



Boothbay Harbor as depicted on a NOAA navigation chart.

zero commercial vessels making training for new pilots nearly impossible. While the situation is currently addressed with the re-activation of the retired Boothbay Harbor pilot, attracting replacement pilots has been a daunting task. Pilot candidates can't justify the cost and challenges of professional licensure against the speculative potential earning capacity.

The Boothbay yacht case sparked discussion on the Commission which led to the rapid formation of the Low Volume Area Workshop to address improving pilotage coverage in Low Volume Areas.

Emerging Issue - Low Volume Ports

The largest emerging issue over the coming years is the need to maintain eligible pilots in areas where there is minimal pilot coverage or sparse vessel traffic. Given the necessarily stringent initial licensing requirements, the apprenticeship and development of pilot candidates is a long process that in many ways is the culmination of a successful maritime career. The process can sometimes take years to become a licensed pilot.

Boothbay Harbor has seen a sharp decline in commercial vessel traffic in recent memory, with virtually no vessel arrivals requiring pilotage in the past five years. Other areas, such as Somes Sound and Blue Hill Bay share this challenge. Recently, large yachts have shown increasing interest in visiting Boothbay Harbor as well as other smaller low volume ports. Non-commercial vessels under 253' are excepted from Maine pilotage laws but vessels of greater size must employ pilots per statute. Additionally, cruise ship companies are considering Boothbay Harbor as a potential cruise destination, further highlighting the possible future need for pilots. The last active licensed pilot for the region retired in 2015 but has maintained his license as a contingency. One pilot for any particular port is not a sustainable port access strategy. Faced with growing, albeit limited, interest in vessels requiring pilotage in smaller ports, the Commission is faced with the challenge of maintaining port access through ample licensed pilots but handcuffed to statutory language that disincentivizes the creation of new pilots to fill the emerging need.

Pilotage exceptions or relaxed enforcement of the pilotage laws is inconsistent with our mandate to safeguard marine transportation. On the other side of the coin, there are so few opportunities to gain pilot training in these ports on vessels of at least 1,600 gross tons, it requires alternative measures to gain pilotage competence. The situation is a chicken and egg scenario, in that large yachts and ships can't access our smaller ports without a pilot but the Commission can't create new pilots without allowing these same vessels to access those same ports.

Moreover, prospective low volume area pilots are discouraged in that they can't justify the cost, effort, and challenges of professional licensure against the speculative potential earning capacity. It is a financial risk that may or may not pan out. Training trips for low volume areas are now being made on chartered vessels at the pilot's expense. Additionally, the preparation and testing demands are significant. A speculative one or two vessel per year work load is un compelling to most prospective pilots with out some reimbursement mechanism.

The Maine Pilotage Commission has created a Workshop comprised of seven participants to develop a strategy to close this coverage gap and ensure reliable port access to Boothbay Harbor and other Low Volume Areas. A solution may require a limited statute change to allow currently licensed pilots to train for low volume ports on vessels of less than the currently required 1,600 gross ton threshold.

Fairwinds and Following Seas

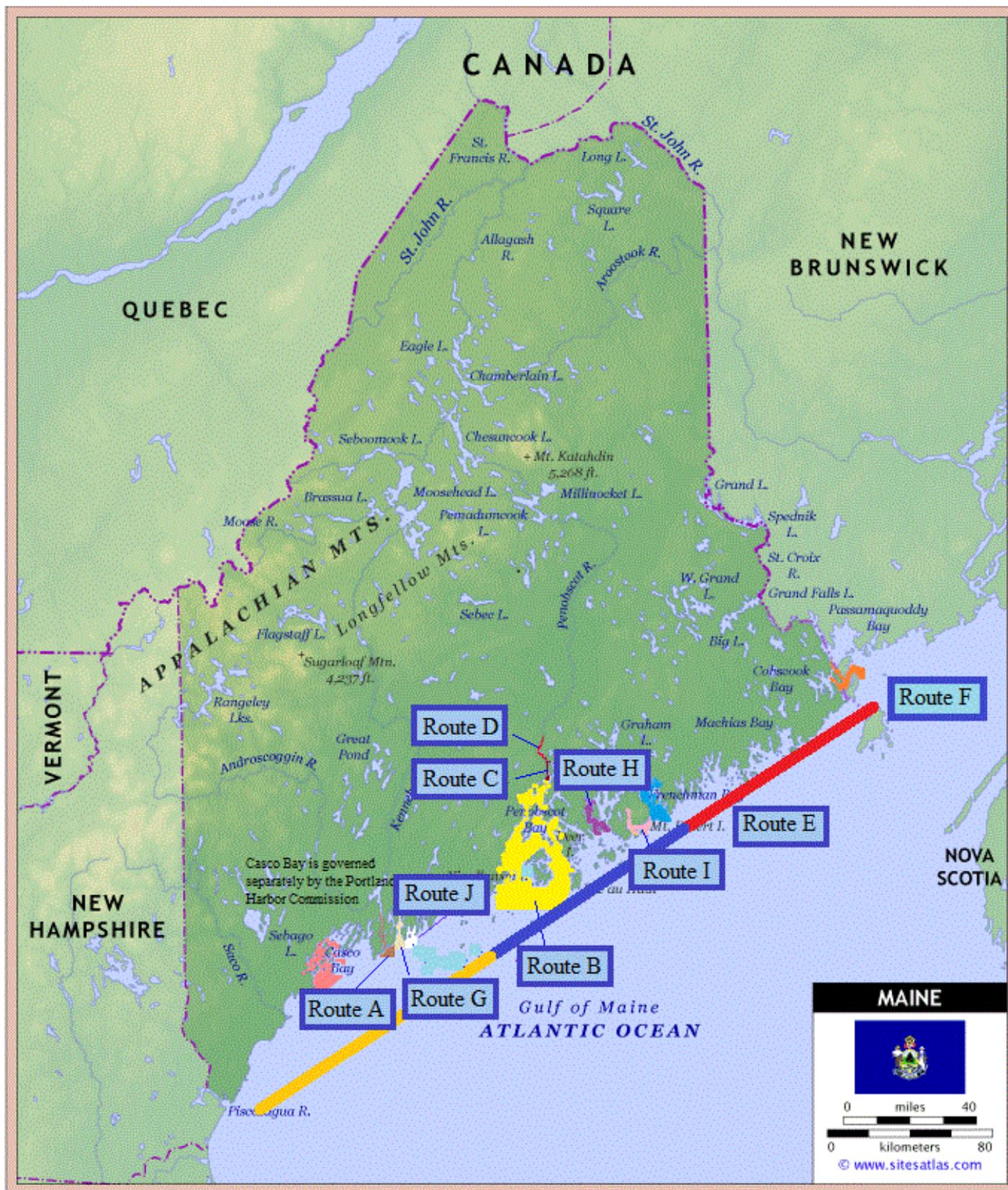
The Maine Pilotage Commission offers its thanks and reluctant good-byes to Mr. John Henshaw who oversaw the Maine Port Authority as its Executive Director since 2007. John stepped down from leading the Maine Port Authority in September of 2017 to pursue his next challenge. Mr. Henshaw played a pivotal role in port safety and was a strong advocate of the pilotage program in Maine. Among his many contributions include more than \$45 million in upgrades to the Port of Portland and cultivating a strong relationship with the Icelandic shipping company *Eimskip*, which relocated their North American offices and operations from Norfolk to the International Marine Terminal, in Portland under his tenure.

John greatly supported the marine industry by securing federal funds to purchase sophisticated port equipment for marine terminals in Searsport and Eastport. Additionally, he worked tirelessly with *CruiseMaine* to advance Maine as a cruise ship destination.

Mr. Henshaw also supported the maritime industry through his work with International Association of Maritime and Port Executives, where he served as Chair, as well as President of the North Atlantic Ports Association.

John has left his role as the Port Authority Executive Director to assume the position of Chief Operating Officer at Maine Center for Graduate and Professional Studies. The Maine Pilotage Commission offers its sincerest thanks and gratitude to John Henshaw for his professionalism and visionary support. Fair Winds and Following Seas!

Maine's Pilotage Ports



Pilot Safety

On July 1, 2017 at approximately 0932, a pilot fell from a pilot ladder while boarding a U.S. Naval vessel en-route to Eastport. During the boarding evolution, the pilot boat deployed the pilot on the pilot ladder on the ship's starboard side. Despite the ladder being in "like new" condition, the pilot wasn't able to continue the climb and fell into the water off of West Quoddy Head.

As the pilot climbed onto the ladder the pilot's left leg cramped. The pilot boat captain recognized that the pilot was having trouble on the ladder and quickly brought the boat back to the pilot ladder to attempt to recover the pilot. Although hanging to the ladder with his arms through the rungs (at shoulder/head height) he ultimately could not sustain his grip and fell from the ladder and into the water. Once in the water, the pilot's inflatable Type V lifejacket automatically deployed upon being submerged, as designed. The inflatable lifejacket kept the pilot buoyant on the water's surface. The pilot was recovered by the pilot boat crew within approximately 2 minutes. The water temperature was 48°F.

All safety gear worked as designed and proved instrumental in the safe recovery of the pilot. The crews of both the U.S. naval vessel and the pilot boat performed flawlessly as their expert prowess in emergency procedures assured a near textbook man overboard recovery. The pilot was uninjured.

The Maine Pilotage Commission commends pilot boat captain James Smith and deckhand Daniel McPhee for their professionalism and effective recovery of the man overboard in challenging recovery conditions.

Challenges - LR 2673

LD 1752 "An Act to Amend the Laws Governing Pilotage Requirements for Passenger Ferry Service between Maine and Nova Scotia" was first introduced in 2017 and later was considered by the 128th Legislature's Transportation Committee as LR 2673. The proposed legislation sought to relieve compulsory pilotage for international ferries. The Maine Pilotage Commission, strongly opposed LR 2673 as it directly conflicted with the Commission's safety and environmental mandates.

The Bill was presented to the Transportation Committee on January 18, 2018. At that time, Pilotage Commission Chair, Captain Weeks, and several pilots attended the public hearing to express opposition. The Transportation Committee met again in Workshop Sessions on February 1, and 8 of 2018 to further discuss the Bill. The Committee defeated the Bill on March 27, 2018 issuing a final Bill disposition of "Ought Not to Pass."

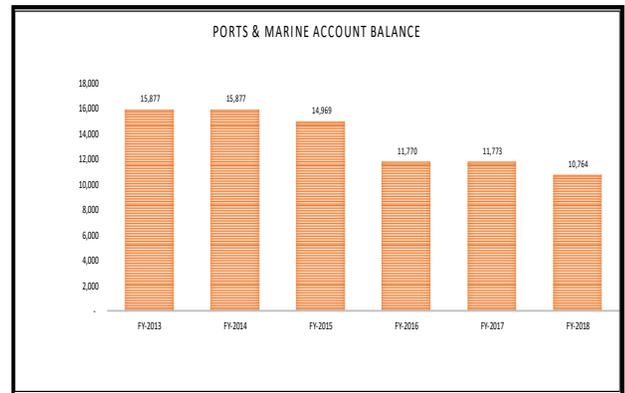
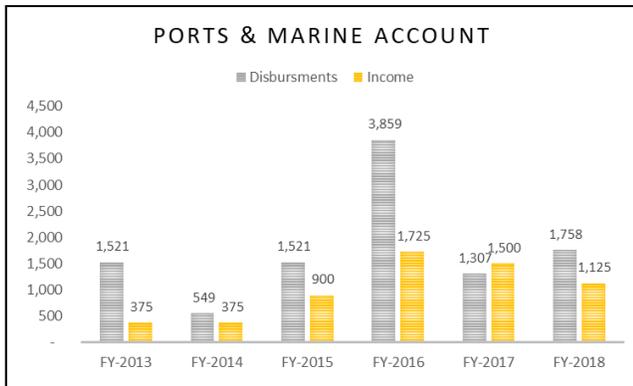
The language of LR 2673 downplayed the role of the pilot and minimized the reality of the coastal/harbor transit which is the most critical point of any vessel voyage. Maneuvering ships of hundreds of feet in length and tens of thousands of tons in volume in coastal and harbor environments is among the most complex command and control scenarios in our modern transportation system. The effort requires a team, in which the pilot plays the key and most pivotal role.

Further, had the Bill passed, the State would have lost the autonomy to govern pilotage for international ferries, which is delegated to Maine by Congress. Pilots are licensed by the state and are, therefore, accountable to the people of the State of Maine. As a governing body, Maine, through its robust oversight system, will now rightfully and appropriately retain its authority to license and discipline our marine pilots; keeping pilot accountability with the State of Maine.

Financial Summary & Budget

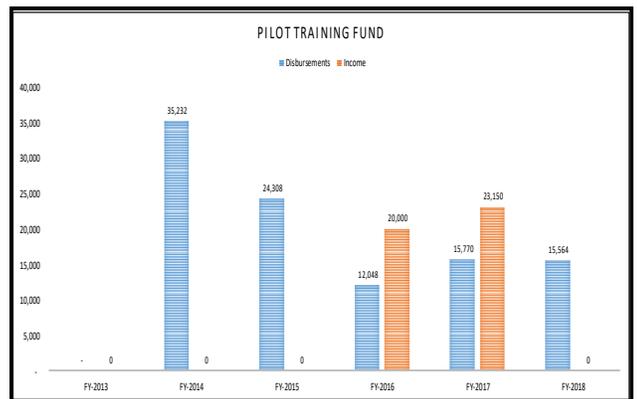
Financial Summary - Ports and Marine Account

The Commission maintains a “Ports and Marine Account” which is the repository from which income and expenses (insurance, hearings, and miscellaneous costs) flow. Three licenses were renewed in Fiscal Year 2018 which (along with license upgrades and examination administration) is the single source of income for the fund. The current Marine Account balance at the close of Fiscal Year 2018 was \$10,764.61.



Financial Summary - Pilot Training Fund

Limited training funds for pilots are available separately through the Maine Ground & Surface Waters Clean-up & Response Fund through 38 MRS § 551. The fund is sourced through a per-barrel fee on oil imports entering the State of Maine. The fund is managed by the Maine Department of Environmental Protection (DEP) and the Maine Ground & Surface Waters Clean-up & Response Oversight Board. The current Pilot Training Fund balance is \$46,382.70 with \$15,453.85 pending to be disbursed for FY-2018 Manned Model and Azi-Pod training. Further, a \$20,000 allotment from Maine DEP’s Ground & Surface Water Clean-up & Response Oversight Board is also pending but not yet received and is thus not counted for FY 2018.



Budget Proposal - Fiscal Year 2019

Per 38 MRS § 90-A, the following annual budget is offered to the Commissioner, approval of which may be tacit.

Item	Tort & Civil Rights Insurance	Board Vehicle Liability Insurance	Bond Fidelity Insurance	Board Travel	StaCap	Stenography	Hearings	Legal	Other	Total
\$	675	60	18	1,200	8.55	0	0	0	0	\$ 1,961.55

Anticipated Income - Fiscal Year 2019

Fee	Initial License Fees	Renewal Fees	Successive Area Fees	Total
\$	0	1,125	0	\$ 1,125.00

Meetings and Hearings

The following offers specific details of Commission public forums during the period of July 1, 2017 – June 30, 2018. All meetings and hearings are open to the public.

Typically, routine and recurring Pilotage Commission business is managed with three or four meetings per year. Matters warranting heightened public interaction, such as rate adjustments or rule updates, require public hearings which are more formal and transcribed by a stenographer. There were no public hearings held by the Pilotage Commission during Fiscal Year 2018.

Commission Meetings

Meeting November 17, 2017

Location: Augusta, ME

Commission Quorum: 6

Parties in Interest/DOT Reps/Others: 8

Length of Meeting: 1.25 hours

Meeting March 30, 2018

Location: Augusta, ME

Commission Quorum: 5

Parties in Interest/DOT Reps/Others: 7

Length of Meeting: 2.5 hours

Meeting June 28, 2018

Location: Augusta, ME

Commission Quorum: 6

Parties in Interest/DOT Reps/Others: 5

Length of Meeting: 2.6 hours

Legislative Meetings

In 2018 members of the Maine Pilotage Commission attended several public meetings of the Joint Committee on Transportation.

Meeting January 18, 2018

Location: State House - Augusta, ME

Purpose: Commission members spoke in opposition to LR 2673.

Meeting February 1, 2018

Location: State House - Augusta, ME

Purpose: Maine Pilotage Commission Administrator delivered GEA Report briefing.

Meeting February 8, 2018

Location: State House - Augusta, ME

Purpose: Commission members attended to observe Workshop discussions by Joint Committee on Transportation regarding LR 2673.

Roster of Licensed State Pilots

Active Pilots	Expiration
Doug Fournier	2020
David Gelinias	2022
Mark Klopp	2021
Gerald Morrison	2022
Robert Peacock	2020
Adam Philbrook	2019
Ryan Read	2022
David Smith	2022
Prentice Strong	2019
Earl Walker	2022

Active Pilots

Active pilots are licensed individuals who currently serve one or more routes and maintain currency by meeting annual recency mandates, annual eye & physical exams, continuing education & drug testing requirements.

Inactive Pilots

Inactive pilots may hold a state pilotage license but do not meet one or more of the currency requirements of an active pilot. Inactive pilots cannot pilot ships until all currency requirements are met.

Inactive Pilots	Expiration
Michael Ames	2020
Doug Lord	2019

Pilot License Activity

The current roster of state licensed pilots includes 12 individuals. During Fiscal Year 2018, pilot license transactions were as follows:

- i. New Licenses Issued: 0
- ii. Current Licenses Renewed: 3
- iii. Licenses Suspended (for cause): None
- iv. Licenses Deactivated: None
- v. New Route Endorsements Issued: 0

Pilot Training

Training MOU - Pilot Training Funds ⚓

The Maine Pilotage Commission renewed its recurring Memorandum of Understanding (MOU) with the Maine Department of Environmental Protection (DEP) on May 23, 2018. The MOU facilitates the sharing of up to \$20,000 from the Maine Ground & Surface Waters Clean-up & Response Fund. The fund is sourced through a per barrel tax on oil imports into Maine and is managed by the DEP. The Maine Pilotage Commission expresses our most sincere thanks to Maine DEP for continuing to support this vital partnership through renewing the MOU.

The account is used solely for pilot training as a preventative measure against oil spills from a ship accident. Both Maine DEP and the Maine Pilotage Commission has long considered the resource sharing a “win-win” endeavor. The MOU was initially conceived as an annual \$30,000 transfer but due to the sharp decline in oil imports to the state of Maine over the past several years, the allocation has been reduced to \$20,000 and is only occasionally distributed every two or three years via MOU renewals. Through this cooperation, pilots and Maine Pilotage Commission members have had access to training in full bridge simulations, cold water survival, Bridge Resource Management, casualty investigation, pilotage law and liability, emergency ship handling classes, etc. This training directly reduces the risk of accidents that can lead to oil spills and environmental damage.

As a result of the sporadic nature of the funding, valuable pilot training has become more difficult to secure. The Commission unanimously and strongly supports continuation of the MOU with the DEP for pilot training on an annual basis. To this end, the Commission has instituted a training plan to transparently and proactively plan pilot training with DEP input.

Training is the most cost effective and reliable tool in the transportation system’s arsenal to avoid an accident and the environmental damage caused by an oil spill. A predictable and systematic recurring allocation from the Maine Ground & Surface Waters Clean-up and Response Fund will best support critical training needs and buy down environmental risk.

Manned Model Training - Port Revel ⚓

In April of 2018, the Maine Pilotage Commission approved one pilot to attend manned model training at Port Revel near Grenoble, France. The course utilized scale ship models designed to maneuver with the same characteristics as full-size ships. The program is considered among the best in the world.

Using manned models, the course introduces contingencies to educate and challenge pilots to manage hazardous situations without the risk involved with using an active ship. The attendance of a Maine pilot at the Port Revel facility is the first in nearly a decade.



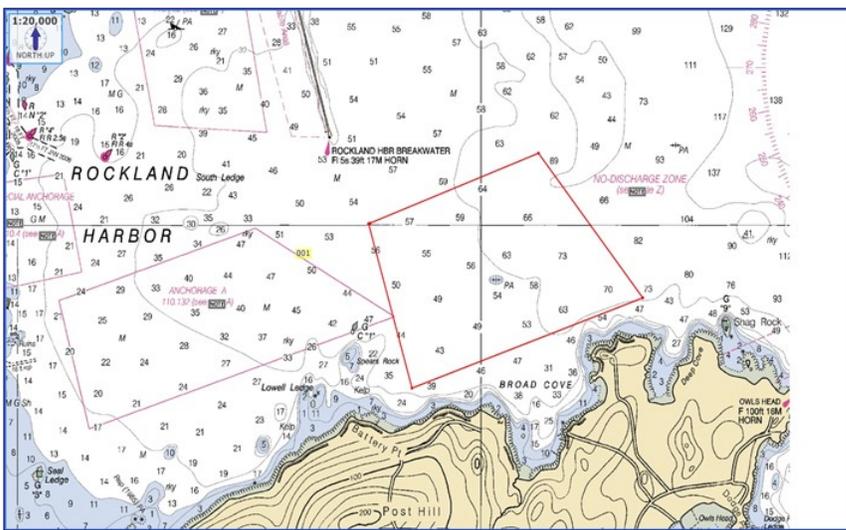
Captain Adam Philbrook maneuvering a scale model of a tank ship similar to those that frequent Penobscot Bay.

Pilot Issues—In Brief

Rockland - Proposed Federal Anchorage

The Penobscot Bay and River Pilots submitted a proposal to the U.S. Coast Guard on July 6, 2017 to improve deep draft vessel anchoring options in Rockland Harbor through the establishment of a designated anchorage for ships.

Specifically, the proposal requested the creation of a formal federal anchorage near Owls Head. The new anchorage was suggested to improve waterway safety to clearly depict recognized areas for ships to anchor within Penobscot Bay. The request followed the positive results of the 2016 NOAA survey and the elimination of a charted wreck off Owls Head.



Suggested anchorage off Broad Cove (Owls Head).

The request was reviewed but was denied by the First Coast Guard District in Boston, which is the governing authority over waterway management. The denial does not prohibit vessels from anchoring in the suggested area, but rather simply indicates that the anchorage will not be federally recognized nor marked on navigation charts.

Bath Iron Works— DDG Program

On April 24, 2018, the U.S. Navy accepted the second of three Bath Iron Works (BIW) built, Zumwalt class Navy destroyers. The Michael Monsoor, like the original Zumwalt, arguably represents, the most sophisticated and technologically advanced ship design and shipboard systems in the world. The final ship of the Zumwalt class, Lyndon B. Johnson, remains under construction with a tentative christening date forecasted for later in 2018.



USS Monsoor entering the Kennebec River as it returns from Builders Trials.

Maintaining marine access to the BIW facility located on the Kennebec River, requires the advanced ship handling skills of Captain Mark Klopp. Captain Klopp is one of two pilots licensed by the State of Maine to navigate ships up and down the swift and winding river. The Maine Pilotage Commission is proud of the work that the Kennebec River pilots have done to ensure that each BIW sea trial is conducted efficiently and safely. Quality pilotage, like the quality BIW product, helps assure the valued and continuing trust of the Navy to build ships in Maine.

Bureau of Parks and Lands – Submerged Lands Program

Most of the land in Maine that is covered with water is publicly owned. Historically, this public ownership dates back to Colonial times when these lands were reserved as a public trust. These have been long considered essential public rights, which the State of Maine has retained. Today, Maine's Submerged Lands Program preserves submerged lands and enables people to use waters over the submerged land or the land itself for "fishing, fowling (hunting), and navigation." Piers and other structures located on submerged lands may be privately owned; the land and water beneath them are not.

The Submerged Lands Program manages the various aspects of permitting and enforcement of laws pertaining to submerged land in the State of Maine. In 2018 the Bureau of Parks and Lands – Submerged Lands Program generously allocated \$50,000 to the Maine Pilotage Commission to support the program's administration and training goals which contribute to the environmental goals of the Submerged Lands Program.

The Maine Pilotage Commission greatly appreciates this support and offers its most sincere thanks to the Bureau of Parks and Lands.

Commission Recommendations

Training MOU - MOU Renewal 

The Commission continues to strongly support continuation of the MOU with the Department of Environmental Protection for pilot training on an annual basis. Training is the most cost effective and reliable tool in the transportation system's arsenal to avoid an accident and the environmental damage caused by an oil spill. A predictable recurring source of training funds will best promote the highest quality programs and avail top flight training to all pilots to avoid accidents and oil spills. Better training will protect our vital transport links, the safety of our lobster fishery brand, and our iconic coastal tourism industry.

Low Volume Areas - MRSA Amendment 

The Commission urges the Department of Transportation to support a minor legislative modification to 38 MRS § 91 to permit currently licensed pilots to obtain training on vessels of less than 1,600 gross tons in low volume areas.

**Maine Pilotage
Commission**

MaineDOT

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