

# Maine Pilotage Commission



MaineDOT ~ Room 227 Conference Room  
November 17, 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 June 30, 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 John Worth	– Public Member
Mr. Tom Dobbins	– Maritime Industry Member (Telephone)
Captain Shawn Moody	– Maritime Industry Member
Captain Jerry Morrison	– Pilot 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 David Smith	– Penobscot Bay and River Pilot
Captain Doug Fournier	– Penobscot Bay and River Pilot
LT David Bourbeau	– USCG, Sector Northern New England
Mr. Peter Blanchard	– Maine Department of Environmental Protection

Maine DOT staff present were:

Ms. Kim King	– Maine Port Authority
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### 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 30, 2016 meeting, nor amendments to the agenda; and hearing no objections, it was thus:

RESOLVED to accept the agenda and Agenda Item One was closed.

### **Agenda Item 2 – Approval of June 30, 2016 Commission Meeting Minutes**

After considering the content of the June 30, 2016 meeting minutes, Captain Moody motioned to accept the minutes. Captain Worth seconded the motion; and hearing no objections or abstentions it was thus:

RESOLVED to approve the minutes of the June 30, 2016 Maine Pilotage Commission meeting.

### **Agenda Item 3 – Training Update**

Mr. Downey reviewed briefed the Commission regarding the first two rounds of training to occur in the remainder of 2016 and 2017 based on the previously approved three-year Training Plan. Mr. Downey outlined the two upcoming Bridge Resource Management for Pilots (BRM-P) training organized through Maritime Institute for Training and Graduate Studies (MITAGS) of Linthicum, MD. The program will be offered twice in December in Belfast and Portland. Mr. Downey reminded the Commission that both pilots and non-pilot attendees are responsible for a \$150 co-pay, payable by check to the Maine Pilotage Commission. The training will be held as follows:

The BRM-P dates for Belfast are December 5-6 starting at 0900.  
UMaine Hutchinson Center  
80 Belmont Ave  
Belfast, ME 04915

The BRM-P dates for Portland are December 8-9 starting at 0900.  
USM Abromson Center  
88 Bedford St, Portland, ME 04104

Both sessions will run two full days with room for about 20 students in each venue.

Mr. Downey also discussed upcoming Manned Model Training to be held at the Maritime Pilotage Institute (MPI) in Covington, Louisiana. Mr. Downey detailed that the Commission can afford to send three pilots in 2017 to the training and that the individual pilotage organizations must be responsible for selecting the best candidates. Captain Strong suggested that the training be considered a pilot program to determine the quality of training as well as applicability to Maine navigation conditions and vessel types. After discussion among the Commission, it was determined that a combination of pilots who have not previously received the training be balanced with at least one pilot who has attended other manned model training to provide a benchmark. After the training, the Commission will weigh the student assessments and determine if the Commission will continue sending pilots to MPI or investigate other options including Western Europe providers.

Captain Morrison expressed interest in considering Marine Simulation Institute (MSI) located in Rhode Island for simulator training for Quoddy pilots. MSI holds an Eastport/Quoddy LNG carrier simulation program and has been authorized to avail it to our pilots.

Captain Gelinas asked if there is still funding available for ad-hoc pilot training needs. While the three-year training plan seeks to standardize certain training in order to offer more quality training at a lower cost, the plan considers ad-hoc needs. The three-year plan budgets approximately \$5,316 each year for use by any pilotage organization toward any course or training not covered in the plan provided it is approved in advance by the Commission.

The contents of the Commission's review and comment on the first draft of the three-year training plan the revised plan was submitted to the Commission for consideration. The plan is contingent upon a renewal of the Maine Pilot Commission's Memorandum of Understanding with the Maine Department of Environmental Protection. Maine DEP manages the Ground & Surface Waters Clean-up & Response Fund as outlined in 38 MRS § 551. The preventative training plan cannot be executed as designed without the fund contribution.

**Commission Comment:** The Commission indicated that sending three pilots at one time to an out of state course may not be feasible and that alternatives to the MPI – Manned Model course should be investigated.

After Commission discussion, it was:

DIRECTED that Mr. Downey contact MPI to solicit additional course dates to provide more options for pilot attendance to the Manned Model course.

#### **Agenda Item 4 – Clean-up & Response Fund Review Board**

Mr. Downey discussed the re-issuance of the Memorandum of Understanding between the Maine Pilotage Commission and the Maine Department of Environmental Protection to stream \$20,000 into the Pilot Training Fund for 2016-17. Mr. Blanchard discussed a change in the management of Maine DEP funding. The Maine Coastal & Inland Surface Cleanup Fund has been combined by legislation with the Groundwater Oil Clean up Fund, and is now referred to as the Maine Ground & Surface Waters Clean-up & Response Fund through 38 MRS § 551. A new Board, (Clean-up & Response Fund Review Board) has replaced the role of the former MOSAC. There is a provision for one member of the new Board who is a licensed state pilot or licensed merchant marine officer to be appointed by the Speaker of the House of Representatives. He emphasized that a seat on the Board will present an opportunity for the pilots to describe their role and benefits to the citizens of Maine that Maine pilots provide, including protection of the environment. The Board is set to meet approximately quarterly in Augusta, but has yet to officially meet through lack of a mandated quorum. The legislated term is three years.

Mr. Downey read and presented a Certificate of Appreciation to Mr. Blanchard commemorating his 26 years of service to the Maine Department of Environmental Protection. Mr. Blanchard is leaving his post at the end of November. As a committed partner in environmental protection, the Commission wishes to thank Mr. Blanchard on his service and support to pilotage and navigation safety.

## Agenda Item 5 – Coast Guard Update

LT David Bourbeau announced that he will be transferring next Summer and a new Waterways Manager will be assigned to Sector Northern New England. He additionally, outlined a few current issues including:

Belfast seeking an expansion of their Special Anchorage. The anchorage is already in place but the town is seeking to enlarge the foot print to accommodate vessels under 65', The Coast Guard will seek to expand the anchorage by issuing a local Federal Rulemaking.

LT Bourbeau also discussed his ongoing efforts to rename the PBA buoy on the navigation chart to reduce confusion over Pilot Boarding Area locations with international vessel arrivals.

The Coast Guard is also working with the Penobscot Bay pilots to investigate the feasibility of deploying a buoy to mark a 36' high spot on Snippershan Shoal on the approach to Penobscot Bay. The high spot is surrounded by very deep water (over 100') which makes the 36' spot particularly hazardous. He explained that the buoy would need to be a deep ocean hull which exceeds the capability of Sector Northern New England assets. The buoy would need to be placed and maintained by a First District ocean going Buoy tender. The First District will examine the issue and decide on buoy placement.

The official "Ice Season" begins on December 12, at which time ice reporting and monitoring begins. Sector Northern New England continues to maintain three 65' icebreaking tugs and the THUNDER BAY a 140' ice breaker. THUNDER BAY will be deployed to New York for the beginning of ice season by but will return for the end of season river break-out.

## Agenda Item 6– Financial

*Cash Report:* Ms. King reported on *Marine Accounts* which has a current balance of \$11,006.08. License income and insurance expenses flow through this account.

Total cash received since June 30, 2016:

- Total Cash Receipts: Zero.

Cash disbursements since June 30, 2016:

- Board Travel: \$313.96;
- Board Tort and Civil Rights Insurance: \$216.58;
- Board Bond/Fidelity Insurance: \$18.00;
- Board Vehicle Liability Insurance: \$18.54;
- StaCap (indirect cost): \$8.55.

*Training Fund Balance:* The *Pilotage Training Account* currently has a balance of \$39,303.25, with a \$20,000 receipt pending from Maine DEP.

Total receipts since June 30, 2016:

- \$450 (BRM-P Fees)

Total disbursements since June 30, 2016:

- \$150 (BRM-P Venue deposit (Portland)).

### **Agenda Item 7 – Commission/License Status**

#### *License Status:*

Mr. Downey reviewed pending license transactions including Captain Klopp's renewal which was signed on this day and will be mailed to Captain Klopp. Captain Gelinas' state license is due in December 7, 2016 but is awaiting renewal of his Federal Credential from the USCG, National Maritime Center. Captain Gelinas announced that despite submitting his Federal license renewal package four months ago, the license approval is still pending. It was further, discussed and agreed that such delay is abnormal and should be raised with the National Maritime Center

After further Commission discussion Mr. Downey:

VOLUNTEERED to contact the National Maritime Center to express the Commission's concern and to expedite the license renewal.

#### *Commission Status:*

Commission updates. All pending Commission renewals for 2016 have been effected and renewed for Captain Worth, Captain Gelinas, and Mr. Dobbins. All three are renewed for three years expiring October 7, 2019.

Upcoming Commission renewals in 2017 include Captain Weeks (Chair) Captain Moody and Captain Morrison, all expiring on October 23, 2017.

#### *Prospective Pilot:*

Mr. Downey distributed a resume of a prospective pilot who is interested in pursuing a pilotage license in Maine. The members present, thanked Mr. Downey for the information and offered their due consideration understanding that there are currently no available pilot positions currently available.

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

No Miscellaneous items were raised.

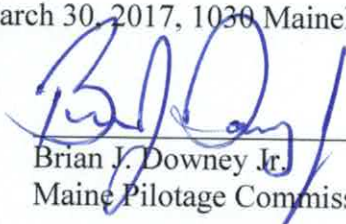
### **Agenda Item 8 – Adjourn**

The meeting was adjourned by the Chair of the Commission, Captain Charles Weeks at 1145.


**Next Meeting:**

The next meeting will be set for March 30, 2017, 1030 MaineDOT Building Room 227.

Respectfully submitted:



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Brian J. Downey Jr.  
Maine Pilotage Commission Administrator



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Captain Charles Weeks  
Chair, Maine Pilotage Commission