

# Rhode Island State Pilotage Commission

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## 2016 ANNUAL REPORT

30 June, 2017

The Honorable Gina Raimondo  
The State of Rhode Island and Providence Plantations  
Office of the Governor  
222 State House  
Providence, RI 02903

And

The Honorable Members of the Legislature  
The State of Rhode Island and Providence Plantations  
State Capitol  
Providence, RI 02903

Dear Governor Raimondo and Members of the Legislature,

This annual report reviews the status of the licensed Rhode Island State Pilots, their productivity, navigational and environmental safety issues, apprentice pilots, ship traffic in Rhode Island waters, pilotage fees and the states' percentage of the fees collected.

On behalf of the Rhode Island Pilotage Commission, it is our pleasure to announce that once again another year has come and gone with no accidents to report by our pilots. We look forward to serving this great state for another year and your continued support and enthusiasm for the work of Rhode Island State Pilots.

Sincerely,

Captain E. Howard McVay, Jr.



# Chairman

In accordance with Title 46, Chapter 9, Section 6 of Rhode Island General Laws the following report is submitted. During the calendar year ending December 31, 2016, the commission met as scheduled and oversaw the pilotage of 483 ships through the waters of Rhode Island. The ships ranged from large petroleum carriers, automobile carriers, bulk carriers, and cruise ships to tugs and tows. Details are as follows:



## Ship Transits Calendar 2016

Total Vessels	Registered	Enrolled	MHB
483	443	7	33

- **Registered:** foreign vessels that require a Rhode Island pilot on board
- **Enrolled:** U.S. documented vessels that require a federal pilot on board
- **Mount Hope Bay (MHB):** documented vessels entering Mount Hope Bay

## 2016 Pilotage Fees & Expenditures

The State's share of pilotage fees collected by the Pilots from registered vessels in accordance with Commission regulations for 2016 was \$254,420.72. A detailed listing of all vessels piloted and the individual fees paid is available from the Commission. Fees collected from Rhode Island Licensed Pilots are deposited into the State's general revenue account. Funding for the operation of the Pilotage Commission is charged to the Department of Environmental Management and is administered by the Division of Coastal Resources. Legal and clerical support are provided on a non-reimbursable basis by the Department of Environmental Management, Division of Law Enforcement and the Office of Legal Services.

2016 expenditures were less than \$1,000. Also, it should be noted that public members of the Commission have waived all compensation.

### 2016 Roster of Marine Pilots

FULL BRANCH  
(NARRAGANSETT BAY & BLOCK ISLAND SOUND):

**Captain Joseph Maco**  
*RI LICENSE: JULY 1981\**

**Captain E. Howard McVay**  
*RI LICENSE: MARCH 1987*

**Captain Clinton Walker**  
*RI LICENSE: DECEMBER 2006*

**Captain Vincent Kirby**  
*RI LICENSE: JUNE 2007*

**Captain Richard Astles**  
*RI LICENSE: JUNE 2008*

**Captain Sean Bogus**  
*RI LICENSE: APRIL 2012*

PROBATIONARY  
(NARRAGANSETT BAY)

**Captain David Gray**  
*RI LICENSE: MAY 2015*

**Captain Adam Sanford**  
*RI LICENSE: FEBRUARY 2016*

BLOCK ISLAND SOUND:

**Captain Dale Harper**  
*RI LICENSE: FEBRUARY 2016*

(\* ) DENOTES RETIRED FROM  
THE "ROTATION ROSTER"

# About the Commission

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The Rhode Island State Pilotage Commission was established to: provide maximum safety from the dangers of navigation for vessels entering or leaving the waters of the state; to maintain a state pilotage system devoted to the preservation and protection of lives, property, and vessels entering or leaving waters of the state at the highest standard of efficiency; and, to insure an adequate supply of pilots well qualified for the discharge of their duties.

The Commission meets monthly for the purpose of maintaining close oversight of the State pilotage system and its operations. The Commission regards the matter of safety of navigation, protection of the environment, thorough training, licensing, professional accountability and oversight of competitively selected State pilots among its highest priorities.

The Rhode Island State Pilotage Commission meets on the first Thursday of each month with the exceptions of July & August. Meetings are held at the Department of Environmental Management, Division of Law Enforcement offices at 235 Promenade Street, Providence, Rhode Island. The Commission follows the RI Open meetings law. The meeting notices and agenda are posted on the RI Secretary of State's web site as well as the DEM web site 48 hours in advance of each meeting. The meeting minutes are also available on the web at the above sites.

Meetings are open to the general public. One public hearing is required to be held each year for the purposes of reviewing any proposed changes to the Pilot Regulations, to assess the need for new pilots and to take comments from the public, and all other matters under the jurisdiction of the Commission.

## Commission Members

Capt. E. Howard McVay Jr., Chair  
Capt. J. Peter Fritz, Vice Chair  
Mr. Larry Mouradjian, Member  
Mr. Frank Floor, Member  
Mr. Gary Powers, ESQ, Legal Counsel  
Ms. Jo-Anne Scorpio, Secretary

## 2016 Meetings held by the Pilotage Commission

During 2016 the Pilot Commission met eleven times. Below is a brief summary of each meeting.

**JANUARY:** Capt Adam Sanford was certified for examination as a Narragansett Bay Probationary Pilot. Capt Dale Harper was certified for examination as a Block Island Sound Probationary Pilot. The Commission received a request for a pilotage rate increase from the Northeast Marine Pilots Inc. The Commission continued its discussions of the possible amendment of the Commission to address fatigue by licensed pilots.

**FEBRUARY:** Fatigue regulation discussion continued and draft regulatory amendments were approved by the Commission. The Commission also discussed the pilotage rate increase request. A report was received as to the examination of Capt Sanford and Capt Harper who had been examined during the previous month: both applicants were licensed.

**MARCH:** Pilot training was discussed. Annual public hearing agenda was approved. Report received by Capt Astles of the vessel "Stove Campbell" loss of propulsion during the approach to berth four at Provport on Monday the 29th of February. The vessel was held in position by the tugs until the propulsion was regained. Capt Astles also made a report to the United State Coast Guard.

**APRIL:** The Commission's statutorily required Annual Public Hearing was held. Following the public hearing, the Commission conducted its regular monthly meeting at which time the Commission approved certain regulatory amendments, including a modified pilotage rate increase, and a program to address the fatigue.

**MAY:** Capt Gray and Capt Sanford were granted probationary pilot license upgrades.

**JUNE:** Discussion of possible regulatory changes.

**SEPTEMBER:** Capt Harper was certified as a Narragansett Bay apprentice. Capt Sanford's probationary license was suspended due to the expiration of his required federal master's license.

**OCTOBER:** Capt Adam Sanford's probationary license was formally suspended after having been found to have piloted registry vessels in Rhode Island territorial waters with an expired federal master license after being afforded a hearing before the Commission. The Commission receives a request for a public hearing by the Capitol Terminal of East Providence. In addition to the Commission's regular monthly meeting, an emergency meeting was held in order to determine if the Commission should schedule a special meeting. The Commission determined that a special meeting was not necessary.

**NOVEMBER:** Discussion on procedures for the hearing concerning the Capitol Terminal matter.

**DECEMBER:** The Commission voted to reinstate Capt Sanford's license in January 2017 upon demonstration of compliance with all the requirements imposed by the Commission at its October 2016 meeting.



## Pilot Training

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Vice Chair Capt. J. Peter Fritz chairs the “Pilot Training Advisory Board” which reviews the pilots training curriculum on a yearly basis to ensure the Pilots are being trained properly.

An Advanced Pilot Training Program ensures that Rhode Island State pilots are the best trained, equipped, and informed professionals as any other pilots in the nation.

The training program provides continuing education seminars, including for example:

Bridge Resource Management for Pilots, Radar Systems Theory and Use; Advanced Training Seminar: Ship Simulation Courses, including Emergency Ship Handling at specialized facilities such as Maritime Pilots Institute, Marine Safety, Inc. at Newport, Rhode Island, SOGREAH at Grenoble, France, the STAR Center in Dania Beach, Florida, Warsash Manned Ship Model School in South Hampton England, and the Massachusetts Maritime Academy Ship Simulator School, Electronic Chart Display and Information System (ECDIS), Global Positioning System (GPS), Automatic Identification System (AIS), electronic information and auto pilot systems, tractor tug operations and uses, podded propulsion and dynamic positioning for pilots.

The pilots study selected case histories and studies of maritime accidents and casualties;

# Pilot Boats

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The Northeast Marine Pilots maintain four pilot boats to a high standard in order to guarantee the reliable on time service of pilot dispatch and safety of the crew and pilot. Two pilot boats are docked at Goat Island in Newport Rhode Island. All four boats are specifically designed and equipped for pilot boat work and were built by Gladding and Hearn. They are aluminum hulled with diesel engines. Pilot boats have strengthened hulls to withstand the routine contact made with large ships underway during pilot transfers. The boats are designed to be seaworthy in severe weather and sea conditions. All have AIS transmitters for ready recognition by all vessel traffic. Integrated radar and electronic chart systems are installed to aid in navigation. The electronic chart systems are also used for locating a man overboard. Pilots and crew wear flotation vests with beacons that will deploy in the water and transmit an AIS signal to all electronic chart systems capable of receiving AIS signals. This allows a man overboard to be quickly located. Specially designed safety systems are installed on the pilot boats to aid in the rescue of a man overboard in the event of an emergency. The boats are currently also being fitted with thermal infrared vision systems (FLIR) for locating a man overboard.



The Pilot boat crews train every year. They complete drills in pilot recovery, first aid, and CPR.

## Comments from Provport:

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We are pleased to report commerce and business activities remained robust at ProvPort as 2016 was a successful year for overall port operations. In November, the voters overwhelmingly supported a bond that will allow ProvPort to expand operations. The expanded area will produce revenue for both the state and the City of Providence.

Since last November we have been meeting with representatives of the Rhode Island Commerce Corporation and the City of Providence to produce a roadmap that will identify new tenants and successfully acquire and develop land for future tenant use.

In this effort, business development and land acquisition efforts are moving forward collaboratively and we have identified several market segments to target. Our main goal this year is to successfully engage a shipping tenant as we continue to implement our plans to expand the port over the course of the next 18 months.

Additionally, we anticipate our newest tenant McInnis Cement; will be fully operational with their new state-of-the-art cement facility, which they have been constructing at ProvPort during the past 9 months. The new facility will have storage capacity of 32,000 metric tons (MT) and throughput capacity of 350,000 MT. To date, they have made a total investment of \$30 million, including the barge mounted ship unloader “Resolute” which will be home ported in Providence. We expect the facility will be prepared to handle their first ship this July.