

Rhode Island State Pilotage Commission 2017 Annual Report

30 June, 2018



**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 state's 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**



M/V DOLFIJNGRACHT unloading an Americas' Cup chase boat at Davisville Pier 2.

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, 2017; 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 2017

| Total Vessels | Registered | Enrolled | MHB |
|----------------------|-------------------|-----------------|------------|
| 511 | 482 | 29 | 40 |

- *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

2017 Pilotage Fees and Expenditures

The state's share of pilotage fees collected by the Pilots from registered vessels in accordance with Commission regulations for 2017 was \$286,498.66. 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 administrative support are provided on a non-reimbursable basis by the Department of Environmental Management, Division of Law

Enforcement and the Office of Legal Services.

2017 expenditures were less than \$1,000. Also, it should be noted that public members of the Commission have waived all compensation.

2017 Roster of Marine Pilots

| <i>Name</i> | <i>RI License Date</i> |
|--|------------------------|
| Full Branch (Narragansett Bay & Block Island Sound): | |
| Captain Joseph Maco | July 1981* |
| Captain E. Howard McVay | March 1987 |
| Captain Clinton Walker | December 2006 |
| Captain Vincent Kirby | June 2007 |
| Captain Richard Astles | June 2008 |
| Captain Sean Bogus | April 2012 |
| Captain Dave Gray | February 2017 |
| Captain Adam Sanford | November 2017 |

Asterisk denotes retired from the active rotation of pilots.

Probationary (Narragansett Bay):

None

Probationary (Block Island Sound):

Capt. Dale Harper



Two ships pass under the Newport Bridge.

About the Commission

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 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. 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 Rhode Island 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. Frank Floor, Member
Mr. Dean Hoxie, Member
Ms. Christina Heofsmit, ESQ., Legal Counsel
Ms. Jo-Anne Scorpio, Secretary

Commission Meetings

During 2017 the Pilot Commission met nine times. Below is a brief summary of each meeting.

January: No meeting was held due to numerous snow storms.

February: Capt Sanford requested that his trips completed as part of his consent agreement be accepted towards his probationary upgrade and that his restrictions at Davisville be lifted. Capt Gray was granted a Full Branch RI State Pilot license. The Capitol terminal withdrew their request for a hearing before the Commission.

March: Capt Sanford's probationary draft restriction was increased to 32'. The Commission determined that it would no longer require that a pilot submit a completed USCG 719k medical form. An amended pilot apprentice evaluation and probationary pilot forms were adopted. Capt

Costabile from the public recommended to the Commission that rule 12.08 (2014) be removed from the regulations. The Commission approved the request and voted in favor of doing so. The Commission also voted to post all policy documents on the Commission website.

April: The State Pilot Board advised the Commission that apprentice Capt Harper was progressing in a positive direction. The Commission voted to create an advisory training committee that would study what the RI State Pilots are currently doing for training and continuing education and make recommendations to the Commission. The Commission voted to approve the Committee and made Vice Chair Fritz the chair of the new committee. The Commission voted to accept probationary pilot's trips made under supervision if there was a lack of vessel transits. Capt. Costabile recommend to the Commission that it was time to upgrade the RI State owned PPU. (Portable Pilot Units) The Commission agreed and approved the recommendation. The Annual Public hearing was held.

May: The Commission approved the regulatory changes that were held at the Annual Public hearing. Capt. Sanford's probationary draft restriction was move up to 34' draft. New evaluation forms were adopted. Capt. Bogus gave a report about a ship with just one operating radar.

June: The State Pilot Board gave a report on Apprentice Capt. Dale Harper. Discussion on Capt. Adam Sanford probationary license. Discussion on recodified regulations.

September: Discussion on recodified regulations. Discussion on Capt. Adam Sanford's advancement to Full Branch license. Discussion on autonomous shipping and the possible impact on Rhode Island's waters.

October: Update on apprentice Capt. Dale Harper. Discussion on RI Pilot Commission regulations. Discussion on Capt. Adam Sanford's advancement to Full Branch license.

November: Apprentice Capt. Dale Harper has completed the advanced manned model ship handling class at Port Revel. Discussion on the Pilotage Regulations. Capt. Adam Sanford approved for upgrade to Full Branch license.

December: Discussion on Pilotage Regulations. The DEM communication tower at the Portsmouth State Police barracks is not working properly as reported by Capt. Costabile. Review of pilot's certificates and requirements. Capt. Sanford is sworn in as a Full Branch Pilot.

Reports to the Commission from Pilots

Dear Messr. Rhode Island Pilotage Commission:

On April 29th, 2017, at approximately 1100, I boarded the M/V JUSTICE with orders to pilot the vessel to Provport in Providence. The weather conditions were generally good in Narraganset Bay at the time, but there was fog at the pilot station, and there had been fog throughout the bay over the past several days. Upon arriving on the bridge, I noticed that the 10cm radar was secured and only the 3cm was operating. I informed the Captain that I needed both radars on and working in order to proceed (as per USCG regulations and per common sense for a day where fog is a threat).

He informed me that the 3cm was a "better" radar and that I should just use that. I again said that I needed both radars on and working in order to proceed. The bridge team then began the start-up procedures for the 10cm radar. After approximately 10 minutes, the bridge team was unable to cause the 10cm radar to produce any usable information; and they informed me that the 10cm radar was not working properly.

I then turned the vessel about (just north of the NB Buoy), directed her to the nearest safe anchorage outside of Rhode Island state waters, and informed the Chairman of the RI Pilotage Commission and the USCG of the situation.

Kindly, advise if you need any further information or clarification.

Best Regards,
Sean

Capt. Sean P. Bogus
President
Northeast Marine Pilots, Inc.
243 Spring Street
Newport, RI 02835

Pilot Training

Capt. J. Peter Fritz chairs the "Pilot Training Advisory Panel" 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, dynamic positioning for pilots, and rules of the road refresher classes.

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

Pilot Boats

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.