

BOARD OF COMMISSIONERS OF PILOTS OF THE STATE OF NEW YORK
Minutes of the Meeting of 1 February 2022

The following Commissioners were present:

James Mercante, President
Lucienne Bulow
Richard Hendrick
Joseph Ahlstrom
William Rowland
Jeffrey Loechner

UPON MOTION DULY MADE, SECONDED AND UNANIMOUSLY VOTED UPON, (EXCEPT AS OTHERWISE MINUTED) IN A PUBLIC MEETING, WHICH CONVENED AT 10:30 A.M., THE BOARD CONDUCTED THE FOLLOWING BUSINESS:

1. The President called the meeting to order at 10:30 a.m.
2. Appearances in Public Session: None.
3. The Draft Minutes of the 25 January 2022 meeting were reviewed and approved.
4. Adjournment to Executive Session for personnel, legal advice of counsel, medical, and/or official investigative matters:

Pilot sick leave/other leave.
Apprentice ship rides – reported discrepancies by the SHPA.

5. Return to Public Session from Executive Session.
6. Renewed, for a period of one year (unless otherwise noted), the following New York State pilot license(s) following a personal interview and review of work performance data, training, and medical/health records:

Robert Dobrowolski (FBSHP)

7. Other Pilot/Personnel Matters: Continued on the docket.
8. Sandy Hook Pilots Association:
 - 8a. The Board reviewed the Monthly Apprentices Report.
 - 8b. At the 13 April 2020 meeting, the Board discussed the SHPA's Supplementary Pilotage Fees proposal. At the 20 April 2021 meeting, the Board voted to begin the NYS rulemaking process to implement the proposal. At the 4 May 2021 meeting, the Board reviewed the rulemaking documentation. At the 15 June 2021 meeting, the Board was advised that the proposal was published in the New York State Register for public comment. At the 31 August 2021 meeting, the Board was advised that the public comment period has expired and that the proposed rule will be submitted for adoption. At the 19 October 2021 meeting, the Board was advised that the new supplementary pilotage fees have been adopted. Continued on the docket.
 - 8c. At the 27 October 2020 meeting, the Board reviewed the SHPA grant request for a shipboard pilot ladder training program. At the 3 November 2020 meeting, the Board discussed the program with SHPA President Captain John DeCruz and Director of Operations Chris Maglin. At the 24 November 2020 meeting, the Board noted Captain DeCruz's attendance at the climbing facility to assess the pilot ladder training equipment. At the 12 January 2021 meeting, the Board was advised that the first group of apprentices were scheduled for training at the climbing facility on 28 January 2021. At the 2 February 2021 meeting, the Executive Director reported on the 28 January 2021 training session. At the 9 February 2021 meeting, the Board continued to discuss training at the climbing facility. At the 2 March 2021 meeting, the Board was updated on the training program by Chris Maglin. At the 16 March 2021 meeting, the Board reviewed comments submitted by apprentices regarding a training session they

attended on 4 March 2021. At the 8 June 2021 meeting, Captain DeCruz advised the Board that additional training sessions were being scheduled. Continued on the docket.

8d. At the 28 January 2020 meeting, the Board discussed and reviewed the SHPA procedures for communicating Pilot Boarding Deficiency Reports to its pilots. At the 24 March 2020 meeting, the Board approved a letter to the SHPA, LIS/BIS Pilots, and the HRPA regarding distribution of the Reports to pilots. At the 7 April 2020 meeting, the Board reviewed a response to its letter from the SHPA. At the 19 May 2020 meeting, the Board was advised that the Executive Director of the LIS/BIS Pilots sent a request to all LIS/BIS pilots to utilize Pilot Boarding Deficiency Reports to track and resolve any deficiencies that are found. Similarly, at the 23 June 2020 meeting, Hudson River Pilot Association President Ian Corcoran advised the Board that all Hudson River Pilots have been provided with Pilot Boarding Deficiency Report forms for use when a deficiency is found. The Board has continued to review additional Pilot Boarding Deficiency Reports as received from the New York State pilot associations (See 9, Pilot Boarding Deficiency Reports, below). The minutes of the 26 October 2021 minutes on this issue are incorporated herein by reference. Continued on the docket.

8e. Apprentice Selection Regulations: At the 22 September 2020 meeting, and after discussions with the New Jersey Maritime Pilots and Docking Pilot Commission and legislative counsel, the Board agreed to move forward with revisions to the regulations including changes to the application age range, updating the current website address, and changing the terminology regarding U.S. Coast Guard credentials. The revised regulations went into effect on 16 June 2021. At the 31 August 2021 meeting, the Board was advised that the rulemaking process has also been completed in New Jersey. The Minutes of the 28 September 2021 Board Meeting on this issue are incorporated herein by reference. Continued on the docket.

8f. State Licensed Pilot Security Training and Communications/FEMA Port Security Grants: At the 10 December 2019 meeting, the Board granted a Training and Education expenditure to the SHPA to defray the cost for development of a pilot security training and communications course with the assistance of the Maritime Institute of Technology and Graduate Studies (MITAGS). Pilots began attending training sessions on 10 February 2020. The Board was subsequently informed that the training sessions were suspended due to the COVID-19 emergency.

On 1 July 2020, the Board was advised that its 2020 Port Security Grant (PSG) application to provide state licensed pilots with advanced security training was approved. At the 6 October 2020 meeting and subsequent meetings, the Board reviewed the current MITAGS security training curriculum and discussed additional steps in the reimplementation of the security training program. At the 20 July 2021 meeting, the Board was informed that its 2021 Grant application to provide CCTV cameras for the Sandy Hook Pilot Association's new pilot vessel NEW YORK was approved. At the 2 November 2021 meeting, the Board reviewed the invoice from GMT Electronics for the installation of the CCTV cameras on the P/B NEW YORK. The Minutes of the 30 June 2020 and 28 September 2021 meeting on these issues are incorporated herein by reference. Continued on the docket.

9. Hudson River Pilots Association:

9a. The Board was advised that the Norrie Point Pilot Station was shut down due to ice conditions.

9b. At the 12 January 2021 meeting, the Board was advised that pilotage rate legislation proposed by the HRPA, previously introduced during the 2019-2020 legislative session, was reintroduced in the NY State Legislature. At the 8 June 2021 meeting, the Board was advised that the legislation was passed in both the NYS Senate and Assembly and was awaiting delivery to the Governor. At the 19 October 2021 meeting, the Board was advised that the legislation is being reviewed by the Governor's Transportation Counsel. At the 23 November 2021 meeting, the Board was advised that the legislation has been signed by Governor Hochul. Continued on the docket.

9c. Following the formation of the Hudson River Safety and Navigation Operations Committee (HR Committee) to address issues raised in the Port and Waterways Safety Assessment study of the Hudson River, the Board has been regularly briefed on the HR Committees activities, including its review of legislation regarding the establishment of anchorages on the Hudson River. At the 12 January 2021 meeting, the Board was advised that the United States Coast Guard Authorization Act of 2020 was

passed by Congress and contained provisions that address the establishment of anchorages on the Hudson River and circumstances when vessels can be anchored outside established anchorage grounds. At the 19 October 2021 and 2 November 2021 meetings, Commissioner Hendrick provided an update regarding the activities of the HR Committee. Continued on the docket.

10. Long Island Sound/Block Island Sound Pilotage:

10a. Survey Vessel Pilotage Requirements: The Board has reviewed and responded to several inquiries regarding New York State pilotage requirements for survey vessels operating in Long Island Sound. The most recent inquiry was by survey vessel operator MMT Sweden regarding the GO ELECTRA, which the Board responded to in a letter dated 9 September 2021. At the 4 January 2022 meeting, the Board discussed the Northeast Marine Pilots Association's email regarding pilotage for the survey vessel STRIL EXPLORER. The minutes of the 25 January 2022 Board Meeting are incorporated herein by reference. Continued on the docket.

11. FOURTH QUARTER 2021/FIRST QUARTER 2022 PILOT BOARDING DEFICIENCY REPORTS AS PROVIDED TO THE BOARD (PRIOR REPORTS ON FILE):

M/V WARNOW DOLPHIN (Cyprian Registered Container Ship, Built 2007) 6 October 2021: New York SHP Joshua Pieterse reported a defective starboard side rope ladder.

M/V SCF PRIME (Liberian Registered Tanker, Built 2011) 7 October 2021: New York SHP Matthew Haley reported improper securing of the pilot ladder on the main deck of the vessel.

M/V TORM RESILIENCE (Danish Registered Tanker, Built 2005) 21 October 2021: New York SHP Matthew Haley reported the failure of the vessel to rig a combination ladder arrangement as required due to the vessel's freeboard and improper rigging of the pilot ladder.

M/V GSL TINOS (Liberian Registered Container Ship, Built 2010) 23 October 2021: New York SHP John McCarthy reported a defective pilot ladder.

M/V ARGOLIKOS (Liberian Registered Container Ship, Built 2008) 30 October 2021: New Jersey SHP E.A. Miller reported an improperly rigged "trap door" arrangement.

M/V WAN HAI 515 (Singapore Registered Container Ship, Built 2013) 26 November 2021: New York SHP Matthew Haley reported a non-compliant trap door arrangement.

M/V MARITIME TRANQUILITY (Singapore Registered Tanker, Built 2020) 19 January 2022: New York SHP Matthew Haley reported improper manning of pilot boarding area (no licensed deck officer).

12. REPORT(S) OF MARINE ACCIDENTS/INCIDENTS UNDER INVESTIGATION:

12a. M/V TORM LOTTE (Danish Registered Tanker, Built 2009): 25 January 2022. Deputy SHP Captain Daniel Sullivan assumed the conn of the TORM LOTTE near Ambrose Pilot Station at 1000 hours. At 1152 hours, while proceeding inbound to IMTT Terminal in Bayonne, New Jersey, the vessel experienced a power loss in Upper New York Bay when the master attempted to start the bow thruster. Captain Sullivan advised VTS of the situation and his intention to anchor the vessel in Bay Ridge Anchorage. The Tug MIRIAM MORAN, which was scheduled to be the assist tug for docking, was able to come to the assistance of the TORM LOTTE. Power was restored at 1159 hours and the vessel was safely anchored by Captain Sullivan. The Coast Guard reported that the cause of the power loss was the failure of the vessel to follow proper protocol by having three generators on line when the bow thruster was being used. Only two generators were on line. Continued on the docket.

12b. M/V SIIRT (Maltese Registered Bulk Carrier, Built 2013): 13 January 2022. After boarding the M/V SIIRT at Norrie Point and assuming the conn, FBHRP Paul Chevalier gave an engine order of dead slow ahead. There was no response and the attempt at restarting the engine locally and from the wheelhouse was unsuccessful. Captain Chevalier made a security call to alert other traffic of the situation and that he would be anchoring the vessel near Sinsmore Point. The vessel was still traveling at 3.4 knots when Capt. Chevalier dropped the starboard anchor. The port anchor was also released and

the vessel was safely anchored approximately .1 NM from shoal areas. The Coast Guard was notified. The cause of the power loss was determined to be a block in the air start system which the vessel was able to blow out and then start the engine. No violation of the New York Navigation Law or the New York Codes, Rules and Regulations. No pollution, personal injury or damage. The Board voted to close the case.

12c. M/T HAFNIA LOTTE (Maltese Registered Tanker, Built 2017): 10 December 2021. While under the conn of FBSHP Captain Thomas Walsh, the vessel was inbound from Ambrose Pilot Station approaching Stapleton Anchorage. As the vessel approached its anchoring position, Captain Walsh gave a dead slow astern engine order, but the engine did not respond to the astern bell. The port anchor was then let go and paid out completely, bringing the vessel to a stop. The vessel then regained astern propulsion, heaved up the port anchor, let go the starboard anchor, and was put in its designated anchorage position. The Coast Guard was notified and the cause of the engine failure was investigated. It was determined that the main engine operated according to design specifications but the vessel's operating specifications for astern propulsion were not consistent with the information contained on the Pilot Card. At the 25 January 2022 meeting, the Board was advised that the SHPA has noted the astern propulsion issue on the vessel's pilot order card and also informed the vessel agent. No violation of the New York Navigation Law or the New York Codes, Rules and Regulations. No pollution, personal injury or damage. The Board voted to close the case.

12d. SSI MARVELOUS (Marshall Islands Registered Bulk Carrier, Built 2013): 17 October 2021. FBHRP Paul Chevalier boarded the SSI MARVELOUS, a light scrap ship with a draft of 25 feet 3 inches, at the Port of Albany for an outbound passage with an original scheduled departure time at 1400 on 16 October 2021. Due to the presence of a tug and dredge barge tied up in the turning basin, Captain Chevalier refused to pilot the ship from the berth, necessitating the rescheduling of the vessel's departure to 0700 on 17 October 2021. The reason for the refusal to pilot is being investigated. At the 18 January 2022 meeting, Captain Chevalier appeared before the Board. At today's meeting, the Board reviewed a draft letter to the HRP.

12e. M/V EAGLE TURIN (Singapore Registered Tanker, Built 2008): 5 August 2020. This incident involves the tragic fatality of FBSHP Timothy Murray resulting from a fall off a pilot ladder and onto the Pilot Launch AMERICA while boarding the M/V EAGLE TURIN at approximately 2230 upon its arrival at Ambrose Pilot Station. The P/L AMERICA then immediately proceeded back to the Pilot Boat NEW JERSEY (a three-minute transit) to pick up medical supplies, a stokes litter, and crew with paramedic training before departing for Staten Island. The U.S. Coast Guard, New York City Fire Department, and New York City Police Department were all notified. Crew personnel administered CPR and used the AED unit while proceeding to Staten Island. New York City Police Department Personnel were waiting at the Sandy Hook Pilot Base where Captain Murray was transferred to an ambulance and taken to Staten Island University Hospital.

After the incident, the EAGLE TURIN proceeded to anchor at the direction of the U.S. Coast Guard. On the morning of 6 August 2020, FBSHP Kevin Walsh piloted the vessel to Stapleton Anchorage where a further investigation ensued with the U.S. Coast Guard, SHPA, and Executive Director Garger. The Board has been designated as a Party in Interest by the U.S. Coast Guard. As part of the Board's ongoing investigation, Commissioner Ahlstrom and Executive Director Garger interviewed Captain Kevin Walsh on 17 February 2021 regarding his pilotage of the EAGLE TURIN on 6 August 2020. At the 7 December 2021 meeting, the Board discussed the meeting with the Coast Guard on 3 December 2021, attended by Commissioners Ahlstrom and Rowland and Executive Director Garger, to review the Coast Guard's factual findings. Continued on the docket.

12f. M/V MAERSK KENSINGTON (United States Registered Containership, Built 2007): 30 December 2019. Fatality. FBSHP Dennis Sherwood sustained fatal injuries after falling from the ship's pilot ladder onto the Pilot Launch PHANTOM while attempting to board the ship at approximately 0430 at the Ambrose pilot station. The USCG was notified. At 0630, FBSHP Edward Ireland boarded the M/V MAERSK KENSINGTON and brought it to its berth in Port Elizabeth. After the vessel docked, the Board dispatched Commissioner Ahlstrom to the vessel to attend the U.S. Coast Guard casualty investigation and interviews of the ship's crew.

On 3 January 2020, the Board was designated as a Party in Interest by the U.S. Coast Guard and continued to participate in the investigation. On 14 January 2020, a Board representative attended Coast Guard interviews of the crew of the Pilot Launch PHANTOM that transported Captain Sherwood to the MAERSK KENSINGTON. Executive Director Garger attended the U.S. Coast Guard inspection of the MAERSK KENSINGTON on 17 January 2020 while the vessel was docked in Port Elizabeth. At the 28 July 2020 meeting, the Board received a report on the review of the MAERSK KENSINGTON Voyage Data Recorder at U.S. Coast Guard Sector New York. The Board issued its Findings, Opinions, and Recommendations on 11 September 2020. The Board issued an Addendum to its Report on 13 November 2020, which included the American Pilot Association's February 12, 2020 letter to State Pilotage Authorities regarding pilot safety and the U.S. Coast Guard's Marine Information Safety Bulletin dated 5 November 2020 addressing trapdoor pilot ladder configurations. The minutes of the 13 April 2021 meeting on this marine accident are incorporated herein by reference. Continued on the docket.

13. NEW YORK PILOTAGE WATER ISSUES:

13a. The Board has previously reviewed cruise ship pier allisions in the Port of New York/New Jersey and elsewhere. The Board has also reviewed 46 U.S.C. Section 8501 regarding the coordination of federal and state law requirements with respect to pilotage of cruise ships when the master docks the vessel and has noted incidents in Alaska where cruise ships were docked by the ship's master with a compulsory state pilot aboard. In light of the foregoing, the Board recommended that the SHPA work with cruise lines calling at the Port of New York to develop a joint training program that would improve communications between state licensed pilots and cruise ship masters. At the 30 March 2021 meeting, the Board discussed the status of the return of cruise ships to New York/New Jersey with SHP Thomas Walsh. At the 6 April 2021 meeting, the Board discussed the Manhattan Cruise Terminal operation. At the 17 August 2021 meeting, the Board was advised that the OASIS OF THE SEAS would be arriving in the Port of NY/NJ on 18 August 2021, which was the first passenger ship to arrive since sailing was halted due to the COVID pandemic. Continued on the docket.

13b. The Board has previously advised the Army Corps of Engineers New York District (ACOE) of its concerns with the lack of visibility of large, unlit mooring buoys, especially during periods of darkness, located within certain designated federal anchorages in New York Harbor. At the 12 January 2021 meeting, the Board was advised that the mooring buoy issue was not addressed in the ACOE Anchorage Study of New York and New Jersey Anchorages. Continued on the docket.

14. Pilotage of Foreign Flag Yachts/Recreational Vessels: Legislation enacted in 2020 amended the New York Navigation Law by exempting recreational vessels of less than 200 feet overall in length from compulsory state pilotage at the Board's discretion. At the 1 June 2021 meeting, the Board discussed the requirements relative to yachts entering LIS/BIS waters. Continued on the docket.

15. In view of several ship pilot ladder boarding accidents involving both New York and New Jersey State Pilots in the Port of New York, the Board of Commissioners formed a special Pilot Transfer Subcommittee. The Subcommittee consists of the Board President (Mercante), Executive Director (Garger), and members of the Board (Ahlstrom and Rowland). The Subcommittee is reviewing and evaluating safety protocols, equipment, and ship boarding arrangements currently used by the state pilots while boarding ships at sea or elsewhere by pilot ladder. The minutes of the 21 December 2021 Board Meeting are incorporated herein by reference. Continued on the docket.

15a. In August 2020, the New Jersey Maritime Pilot and Docking Commission formed a Pilot Safety Committee to evaluate pilot transfer arrangements, PPE gear, and pilot fitness. The New York Board participated on that Committee. At the 10 November 2020 meeting, the Board discussed a draft report on pilot safety issued by the New Jersey Committee. The New Jersey Committee issued its report on 6 November 2020. Continued on the docket.

16. The Board noted the proposed legislation regarding New York State Commissions. Continued on the docket.

17. Legislation was reintroduced in the New York State legislature during the 2021-2022 legislative session addressing penalties for the operation of boats and vessels while under the influence of alcohol

or drugs. At the 6 July 2021 meeting, the Board was advised that the legislation had passed in the State Senate. Continued on the docket.

18. In August 2021, the Board published a booklet containing a report originally drafted by retired Executive Director Robert Pouch concerning his personal experiences following the 9-11 terrorist attack on the World Trade Center. The booklet was widely disseminated to the maritime community as a tribute to those that lost their lives and those that provided aid and assistance during the response and recovery efforts. Continued on the docket.

19. There being no further business to conduct, or public comment, the Board meeting was adjourned at 12:10 p.m.

A handwritten signature in cursive script, appearing to read "A. Garger".

Andrew Garger
Secretary