

MAINE STATE LEGISLATURE

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MAINE PILOTAGE COMMISSION

Annual Report

August 1, 2022

Coverage Fiscal Year 2022

SOS Tracking: 387



Report Completed by:

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Administrator,

Maine Pilotage Commission



MAINE PILOTAGE COMMISSION

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Annual Report

August 1, 2022



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 2022 (July 1, 2021 June 30, 2022). 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 Passenger Services has served as the administrative arm of the Commission.

The Maine Pilotage Commission

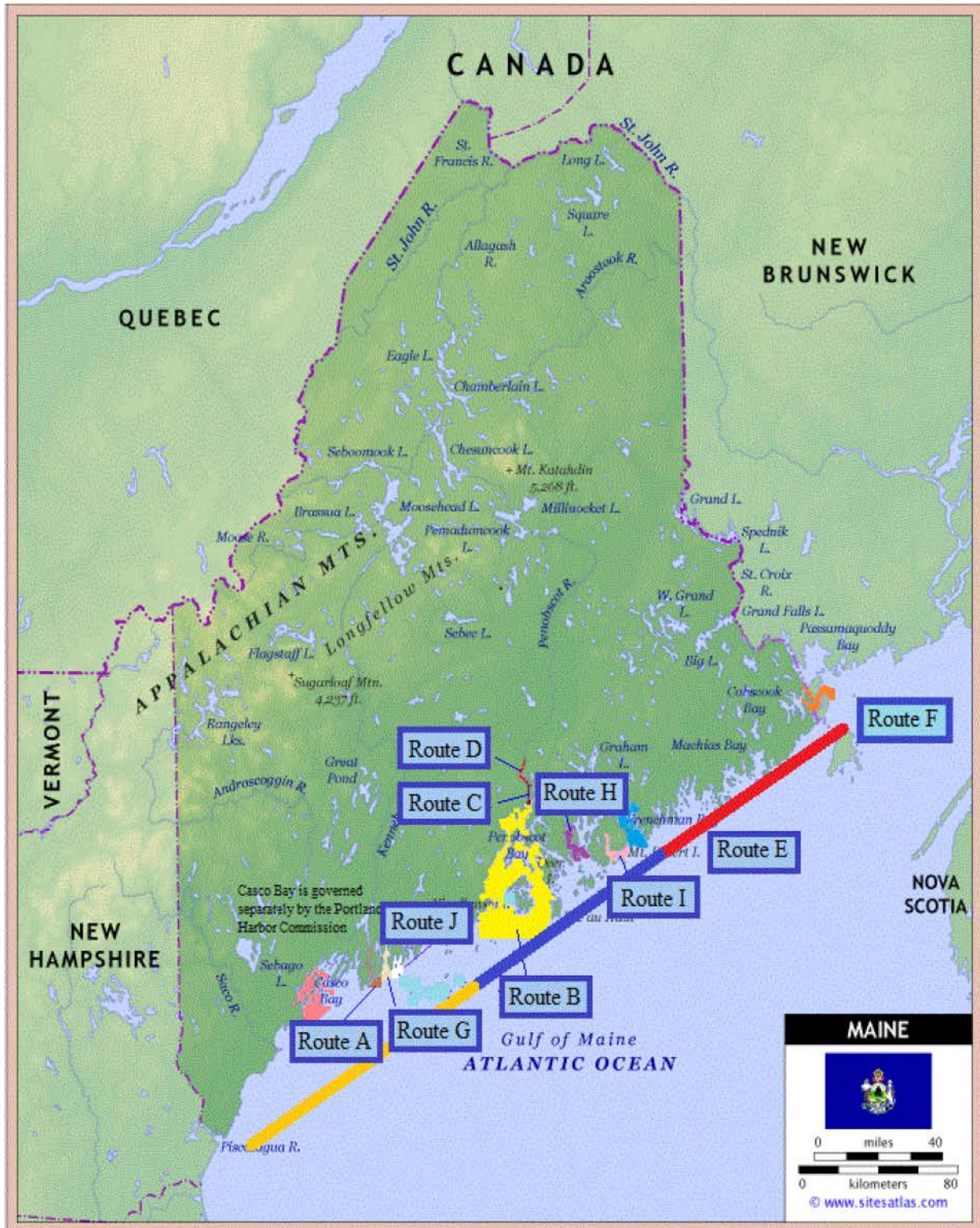
The MRSA 38 § 89 requires the Maine Pilotage Commission to be comprised of seven individuals who are citizens of the United States and Maine and appointed by the Governor as follows:

- 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 2021 Commission meeting.



Maine's Pilotage Ports



Pilot Issues in Brief

International Ferry

Bay Ferries Limited shifted their international ferry “ALAKAI” (better known as *The CAT*) high speed Ro/Pax ferry from Portland to Bar Harbor. 2020 was supposed to have been its first full inaugural Bar Harbor season but the season was cancelled due to the Corona-virus. The 2021 season, was likewise cancelled; making 2022 its first Bar Harbor season.

ALAKAI is a 349-foot (106 m) long high-speed roll-on / roll-off (Ro/Ro) passenger and vehicle ferry. The vessel was originally built for Hawaii Superferry to operate within the Hawaiian islands before being transferred to the Maritime Administration as a High Speed Transport vessel. The ship is now operated by Bay Ferries. Built for speed, the vessel is capable of navigating at up to 35 knots.



As the pandemic impacts have become more manageable in North America, both the U.S. and Canada have relaxed border restrictions making ferry travel more accessible.

The international high-speed ferry service between Bar Harbor, Maine, and Yarmouth, Nova Scotia, resumed on May 19, 2022. Operating four days per week in the early season, service will increase to seven days per week from June 23 to September 6.

In preparation for *The CAT's* return to Bar Harbor, the Maine Pilotage Commission organized High Speed Craft Bridge Resource Management training for the pilots charged with guiding the ship in and out of port. The training was conducted at the United States Maritime Resource Center in Middletown, RI. The program combined both classroom and state-of-the art simulator training to prepare the pilots. The course will serve to improve the safety of navigation in this seasonally high vessel traffic area of Maine.

Remote Meeting Policy

Maine Pilotage Commission members are expected to be physically present for Commission meetings except when being physically present is not practicable. The COVID-19 pandemic has necessitated regular and routine use of remote meetings leveraging technology to provide best access to the public. On July 30, 2021, an emergency law permitting remote public proceedings during the COVID-19 pandemic expired. In its place, the Legislature enacted a new law, codified at 1 MRS § 403-B which requires an effective policy to utilize remote meeting options.

In response to the need to periodically meet remotely, the Maine Pilotage Commission established a consistent, reliable, and repeatable policy to conduct virtual public meetings remotely. The policy (Policy Letter 1 -21) was introduced and implemented on November 17, 2021.

When one or more Commission members will be participating remotely or the Commission will be conducting a virtual meeting, the Commission will schedule a meeting using an internet-based virtual meeting platform (e.g., Zoom). Alternatively, a telephonic conference call will also satisfy remote meeting participation.

Hail and Farewell

Welcome Incoming Commission Members

The Maine Pilotage Commission welcomes new members Lindsey Pinkham, Carrie Plourde Norton, and Adam Philbrook. All three were formally appointed by Governor Mills on October 2021 and were welcomed to the Commission at its November 2021 meeting.

The Maine Pilotage Commission, as established by Title 5, section 12004-A, subsection 40, consists of 7 members who are citizens of the United States and the State of Maine appointed by the Governor as follows:

- 3 licensed pilots who are actively piloting, one member from each of the coastal zones;
- 2 members who are not licensed pilots but are from a maritime industry that utilizes the services of pilots; and
- 2 members representing the public who are not licensed pilots but have a maritime background.

Appointments are for 3-year terms.

Lindsey Pinkham comes to the board as a well respected member of the Mid-coast Maine maritime community. As a 2004 Maine Maritime Academy graduate, she has shipboard experience on various vessel types including service aboard *MAINE RESPONDER*, a purpose built oil spill response vessel. Lindsey holds a license as Master of vessels up to 1600 gross and is the Northeast District Manager of Downeast Maritime, Inc. which delivers Coast Guard approved training to mariners. She is also the President and owner of Mid-coast First Aid, LLC as well as a member of the Boothbay Region Fire Department. Lindsey now fills a Maine Pilotage Commission seat meeting the statutory requirement of a “member representing the public who is not a licensed pilot but has a maritime background.”

Carrie Plourde Norton is Master of vessels of unlimited tonnage on any ocean. A 2006 graduate of Maine Maritime Academy, Carrie was also awarded a Master of Science Degree, in Global Supply Chain Management by the Loeb-Sullivan School of Business in 2007. She has served principally in the offshore energy industry during her career on various vessel types including offshore supply vessels, crew vessels, and drill ships. Carrie now fills a Maine Pilotage Commission seat meeting the statutory requirement of a “member representing the public who is not a licensed pilot but has a maritime background.”

Adam Philbrook is an active pilot with the Penobscot Bay and River Pilots Association based in Searsport, ME. As an active pilot, Adam has participated in Pilotage Commission meetings for many years and has extensive knowledge of Maine pilotage. He is a graduate of Maine Maritime Academy and sailed as a navigation officer aboard tank ships before pursuing a piloting career in Midcoast Maine. Coming from a Maine fishing family, he has deep knowledge of Maine waters, weather conditions and local vessel patterns. He holds pilotage endorsements Federally issued by the Coast Guard for various Maine waters and is licensed by the Maine Pilotage Commission to serve as a pilot on the waters of Frenchman Bay, Penobscot Bay, Penobscot River (to Bucksport), and Boothbay Harbor.

Adam now fills a Maine Pilotage Commission seat meeting the statutory requirement of an active pilot representing 1 of the 3 areas of Maine coastal waters, namely “Port Clyde to Kittery.”

Following Seas outgoing Commission Members

2021-22 saw the departure of some outstanding pilotage commission members and staff who have all served the commission with distinction. We thank them each for their service and wish them the very best in their future endeavors.

Captain Charlie Weeks was appointed to the Maine Pilotage Commission in 1998 by Governor Angus King. Captain Weeks is the longest serving member of the Commission. He now steps down after 23 years of faithful service, 19 of which has been as our Chairperson. As Professor Emeritus, from Maine Maritime Academy Captain Weeks offered a pragmatic and compelling voice for strong regulation of the pilotage system. He advanced the state's pilotage policies including the smooth shift of the Commission to the Department of Transportation in his first years as a commission member. He forged strong synergy between the Commission and MaineDOT to best align pilotage oversight with Maine's marine commerce goals. Moreover, he sought partnership with other agencies including the Department of Environmental Protection and Coast Guard to achieve mutual safety and environmental goals.



Mr. Matt Burns vacated his position with MaineDOT's Office of Freight and Passenger Services to take on a new role as the Maine Port Authority's Executive Director. Although not an official commission member, Matt leveraged his maritime education and extensive seagoing experience and affiliate role, as an impactful advocate of the Maine Pilotage Commission and its goals and mission.

Ms. Kim King has served the Maine Pilotage Commission through her role as a full time MaineDOT Transportation Planning Specialist working in the Office of Freight and Passenger Services since 2007. Kim managed much of the logistics and administration for the Maine Pilotage Commission but is best known for her skillful financial management of the commission acting as the de-facto Chief Financial Officer. We thank Kim for her superior support and congratulate her on a well deserved retirement with over 40 years of service to the State of Maine.

Mr. Tom Dobbins departs his seat on the Maine Pilotage Commission after eight years of distinguished service starting in 2013. Tom brought over 45 years of marine operations experience to the Commission. He served as a commission investigator and contributed greatly to the advancement of pilotage in Maine. In addition to his role with the Maine Pilotage Commission, he is a past Portland Propeller Club President.

John Worth leaves the commission after a 14-year tenure which started in 2007. Drawing from his experience as a tug boat company owner and relief captain with the Maine State Ferry Service, John was able to provide a real-world perspective regarding Commission tasks. As a retired Maine Maritime Academy professor he stalwartly supported marine education and drove many initiatives to include Maine Maritime Academy educational resources in a strong partnership between the Academy and Commission.

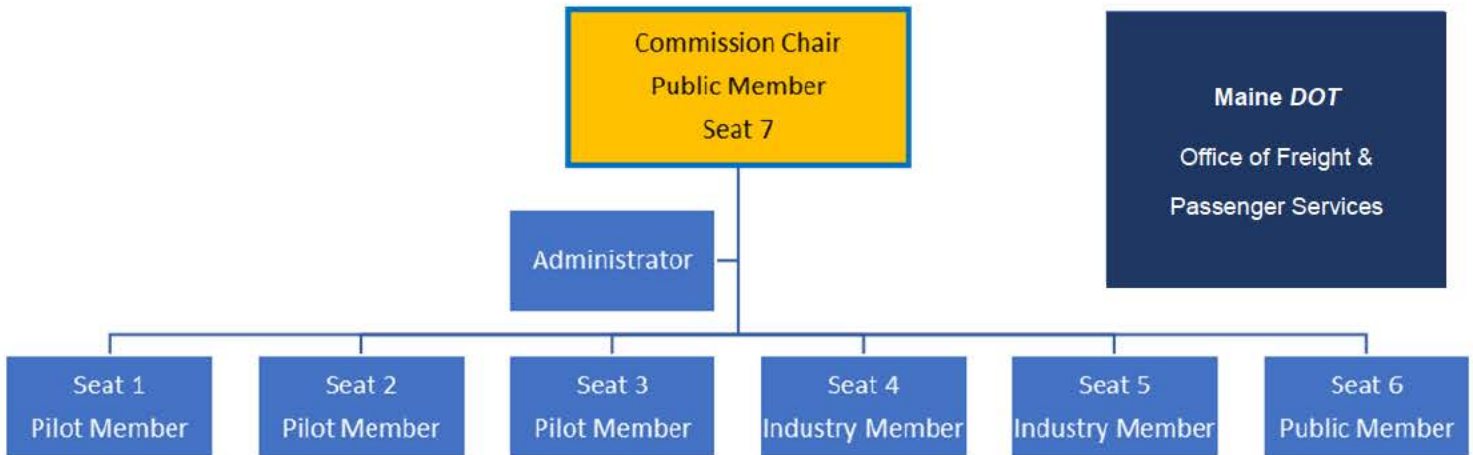
Pilotage Commission Details

Organization & Structure

Four seats of the Maine Pilotage Commission are expired and pending re-appointment or replacement. All current members with expired seats have applied for re-appointment with the Governor’s Office of Boards and Commissions and remain pending, except Captain Charles Weeks, who submitted a retirement letter to the Governor and plans to step down upon replacement.

Two new application packages from individuals outside of the Commission have been submitted to the Office of Boards and Commissions, which are currently under review.

Current Structure



Seat	Name	Date of Commission	Expiration	Status	Component
1	David Gelinis	October 7, 2016	October 7, 2019	Pending	Pilot
2	Adam Philbrook	September 29, 2021	September 29, 2024	Active	Pilot
3	Gerald Morrison	October 23, 2017	October 23, 2020	Pending	Pilot
4	Shawn Moody	October 23, 2017	October 23, 2020	Pending	Industry
5	Carrie Plourde Norton	September 29, 2021	September 29, 2024	Active	Public
6	Lindsey Pinkham	September 29, 2021	September 29, 2024	Active	Public
7	⊕ Charles Weeks	October 23, 2017	October 23, 2021	Retiring	Public

⊕ Commission Chair

Meet the Maine Pilotage Commission

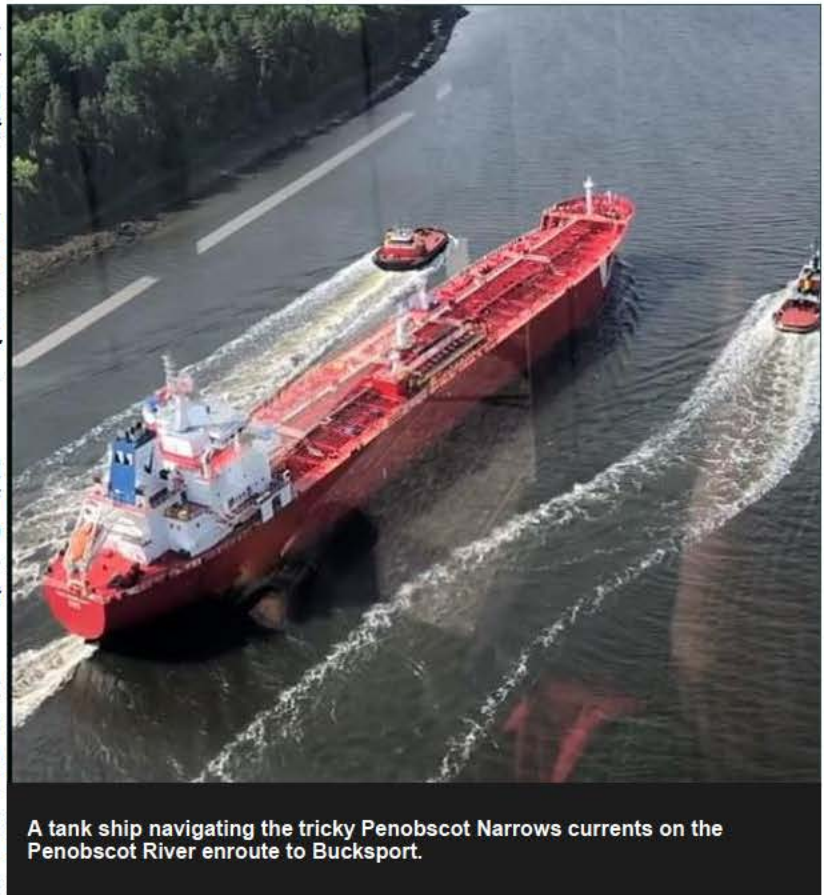
Charles Weeks - *Commission Chairperson*; Professor Emeritus, Maine Maritime Academy with over 50 years of shipping & education experience. Master of vessels of unlimited tonnage. **Commission member since 1998, filling a public member (with maritime background) seat. (Pending retirement).**

David Gelinás—Penobscot Bay & River Pilots Association, President. Master of vessels of unlimited tonnage. **Commission member since 1998, filling an active pilot member seat.**

Gerald Morrison - Eastport and Quoddy area pilot, Master of vessels of unlimited tonnage. Over 40 years of seagoing and pilotage experience, including extensive tanker experience. **Commission member since 1999, filling an active pilot member seat.**

Shawn Moody - Operations Manager at Chase, Leavitt Ship Agents, Master of vessels of unlimited tonnage. **Commission member since 1999, filling a public member (of the marine industry that utilizes pilot services) seat.**

Lindsey Pinkham - Manager of Downeast Maritime, Inc. Lindsey holds a license as Master of vessels up to 1600 gross tons with shipboard experience on various vessel types including bulk and oil spill response vessels. She is also the President and owner of Midcoast First Aid, LLC as well as a member of the Boothbay Region Fire Department. **Commission member since 2021; filling a public member (with maritime background) seat.**



A tank ship navigating the tricky Penobscot Narrows currents on the Penobscot River enroute to Bucksport.

Carrie Plourde Norton - Master of vessels of unlimited tonnage on any ocean. She has served principally in the offshore energy industry during her career on various vessel types including offshore supply vessels, crew vessels, and drill ships. During her seagoing career, she has amassed extensive Dynamic Positioning experience. **Commission member since 2021; filling a public member (with maritime background) seat.**

Adam Philbrook - Active pilot with the Penobscot Bay and River Pilots. Adam holds a license as Master of vessels up to 1600 gross tons, and is licensed as a Master of Towing Vessels and has prior deep sea tank ship experience. **Commission member since 2021, filling an active pilot member seat.**

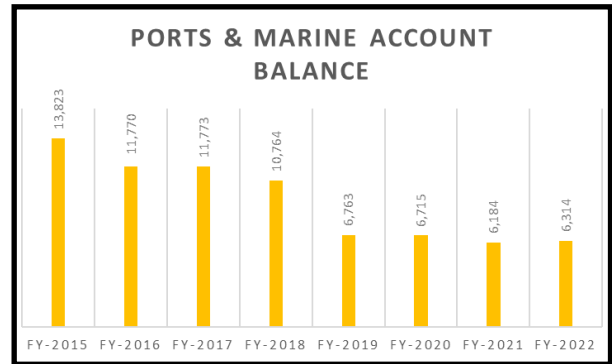
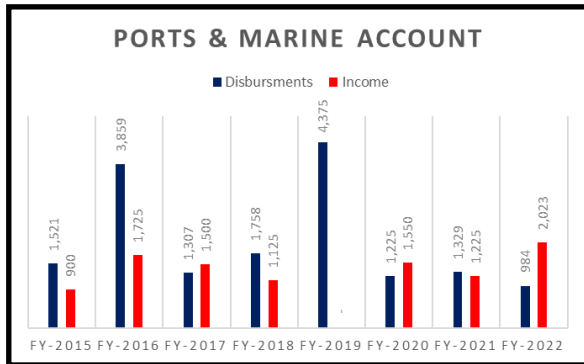
Mr. Brian Downey - Commission Administrator, retired senior Coast Guard officer with over 30 years of experience in marine safety and regulatory enforcement. Licensed deck officer of vessels of unlimited tonnage. **Commission Administrator since 2013.**

Ms. Kim King - Transportation Planning Specialist with the Maine DOT Office of Freight and Passenger Services with over 40 years of multi-modal transportation experience. Liaises and coordinates administration and financial transactions for the Commission. **Commission Liaison since 2007.**

Financial Summary & Budget

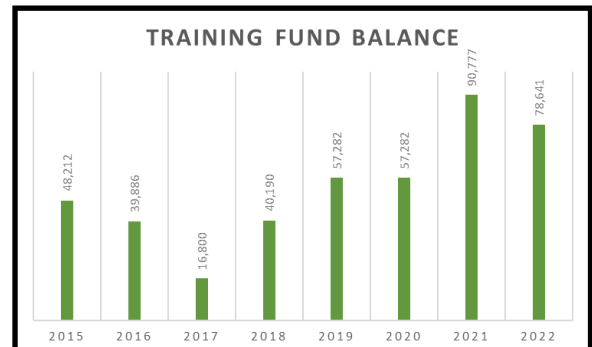
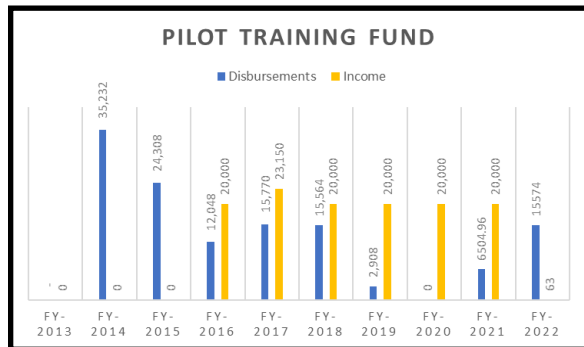
Financial Summary - Ports and Marine Account

The Commission maintains a “Ports and Marine Account” which is the repository from which income and expenses (insurance, hearings, and miscellaneous costs) flow. There were three licenses renewed in Fiscal Year 2022. License renewals along with license upgrades and examination administration constitute the only source of income for the fund. The current Marine Account balance at the close of Fiscal Year 2022 was 6,314.



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.



Budget Proposal - Fiscal Year 2023

Per 38 MRS § 90-B, the following annual budget is offered to the Commissioner.

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	582	1,183	0	0	\$ 3,726

Anticipated Income - Fiscal Year 2023

Fee	Initial License Fees	Renewal Fees	Successive Area Fees	Total
\$	0	375	100	\$ 475.00

Regular Commission and Public Meetings

The following offers specific details of Commission public forums during the period of July 1, 2021 – June 30, 2022 in which the Maine Pilotage Commission participated. All meetings are open to the public. Due to the social distancing precautions required to combat the Coronavirus, all but one meeting in Fiscal Year 2022 were held virtually.

Commission Meetings

Meeting July 26, 2021

Location: Virtual Teleconference

Commission Quorum: 6

Parties in Interest/DOT Reps/Others: 7

Length of Meeting: 1.5 hours

Meeting November 17, 2021

Location: Virtual Teleconference

Commission Quorum: 7

Parties in Interest/DOT Reps/Others: 5

Length of Meeting: 2 hours

Meeting March 16, 2022

Location: Virtual Teleconference

Commission Quorum: 6

Parties in Interest/DOT Reps/Others: 5

Length of Meeting: 1.5 hours

Meeting June 16, 2022

Location: Maine DOT Augusta, ME

Commission Quorum: 5

Parties in Interest/DOT Reps/Others: 3

Length of Meeting: 2.1 hours

Pilot Longevity Workgroup

Meetings

Purpose: To discuss the challenges of long term pilotage longevity in Maine.

Meeting February 2, 2022

Meeting February 24, 2022

Location: Virtual Teleconference

Three members of the Maine Pilotage Commission and four external public partners met virtually at two separate meetings as a focus group to discuss pilot longevity in the State of Maine. The group reported out at the March commission meeting determining no further action is needed at this time.

Pilotage Public Rate Meeting

Purpose: To discuss and debate the need for a temporary fuel surcharge for pilot boat operations.

Meeting April 29, 2022

Location: Virtual Teleconference

Members of the Maine Pilotage Commission conducted a pilotage rate meeting during which a temporary Fuel Surcharge was approved to combat the excessive spike in fuel prices impacting pilot boat operations.

Roster of Licensed State Pilots

Active Pilots	Expiration
Doug Fournier	2025
David Gelinias	2026
Mark Klopp	2026
Gerald Morrison	2027
Robert Peacock	2025
Adam Philbrook	2024
David Smith	2022
Gregory Smith	2027
Prentice Strong	2024

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	2025
Doug Lord	2024
Earl Walker	2022

Pilot License Activity

The current roster of state licensed pilots includes 12 individuals. During Fiscal Year 2022, pilot license transactions were as follows:

- New Licenses Issued: 1
- Current Licenses Renewed: 3
- Licenses Suspended (for cause): 0
- Licenses Deactivated: 0
- New Route Endorsements Issued: 0

Pilot Training

ECDIS for Pilots - Maine Maritime Academy

The Commission offered two convenings of refresher Electronic Chart Display and Information System (ECDIS) for pilots course for its pilots in 2021. The course was offered in October and December of 2021 and was available to all pilots and docking pilots licensed in the State of Maine. ECDIS is a sophisticated electronic navigation charting system used on ships. The Commission engaged with Maine Maritime Academy's Continuing Education Department to deliver the course. The two-day course covered the fundamental elements of ECDIS as required by international and domestic regulations, as well as the recommendations of The American Pilot Association. The course included classroom instruction and demonstrations utilizing desktop ECDIS simulation. The attending pilots demonstrated proficiency in selected ECDIS tasks including RADAR integration and resource management procedures.

Pilot Longevity



The Pilotage Commission facilitated two Longevity Workgroup meetings held on February 2 and February 24, 2022. The workgroup was temporarily established to examine pilotage longevity issues within the Maine Pilotage Commission's purview. Both meetings were held virtually via zoom.

The scope of workgroup was based on the understanding of the state maintaining a 3-Port-Strategy. The group also discussed the long-term health of pilotage assuming an unchanged ship arrival forecast and operating environment.

The active participants of the workgroup included:

- Brian Downey (non-member-Facilitator)
- Lindsey Pinkham (Commission member)
- Adam Philbrook (Commission member)
- Matt Burns (MaineDOT)
- Mike Ames (Public member)
- Susan Klopp (Public member)
- Bob Peacock (Ad-hoc member)

Commission agreed to suspend the Pilot Longevity Workgroup at the March 2022 with the understanding that it could be reinstated in the future if necessary.

Pilot Safety

Pilot Ladders



A pilot aboard directing tug boats and crew to moor a ship in the Port of Eastport at Estes Head.

Two years following the fatal accident that took the life of Sandy Hook, New Jersey pilot Captain Dennis Sherwood, The International Maritime Organization (IMO) has now addressed the long-standing concern over unsafe pilot boarding arrangements. Specifically, new guidance has been released which highlights safe pilot ladder rigging with an emphasis on trap door configurations when using a pilot ladder with an accommodation ladder. Through a collaborative effort between the International Marine Pilots' Association, the International Chamber of Shipping and the IMO, new guidelines have been designed and promulgated. The guidance is meant to raise awareness and eliminate

unnecessary risks associated with trap door pilot ladder arrangements.

Ensuring safe rigging for pilots

The IMO International Convention for the Safety of Life at Sea (SOLAS Chapter V, Regulation 23) sets out the principal requirements for the rigging of pilot ladders.

Management Responsibilities

Ship managers have an important responsibility to ensure that:

- All ladders are SOLAS compliant;
- The inspection regime and records are adequate and maintained;
- Replacement ladders are quickly and readily available on board; and
- Seafarers involved receive the necessary training and have a full understanding of the requirements.

On Board Responsibilities

The Master and officers should:

- Closely supervise the rigging of pilot ladders;
- Closely observe the boarding and disembarkation of pilots from ladders, ensuring that SOLAS requirements are met; and
- Maintain a lee until the pilot vessel is well clear.

Combination Embarkation Platform Arrangements

IMO Resolution A.1045(27) regarding 'Pilot Transfer Arrangements' makes provisions for a 'trapdoor arrangement' in combination ladders. The resolution states the minimum size of the opening (750mm by 750mm) and that it should open upwards and be secured flat on the platform or against the rails. The pilot ladder should extend above the platform to the handrail and remain aligned against the ship's side.

Local Pilot Ladder Issues

Among the first cruise vessels to call on Bar Harbor of the 2022 season yielded several pilot boarding deficiencies, directly correlating to the IMO's current focus on pilot safety. Due to ship design, the pilot ladder arrangement offered by the ship was the best that the crew could provide but still failed to meet the requirements of SOLAS V/23 and IMO Resolution A.1045 (27), placing our pilots at risk. Specifically, the conflicts included:

- The ladder not laying flat on the hull (making climbing unpredictable and dangerous).
- Failing to provide stanchions within easy reach of the top of the ladder (making boarding dangerous).
- Failing to provide 6 meters of unobstructed space for the pilot boat to land alongside (making the pilot boat approach and nesting challenging and dangerous).



A pilot ladder improperly deployed; not resting against the hull of the ship with no hand rails at the top. Note, also, the steel structure on the hull hindering a clean pilot boat landing.

After direct communication from the pilotage group to the vessel operator, the operator (which recently acquired the vessel) has pledged to immediately rectify the discrepancies to best protect pilots from what is already the most hazardous portion of the job - embarkation/debarkation at sea.

Recent accidents have been attributed to improper pilot ladder arrangements most notably a 2020 fatal fall in New Jersey, in part due to missing grab rails, and a 2019 fall in Maine due to a ladder not resting firmly against the ship's hull.

These are real issues with real consequences.

The Maine Pilotage Commission recognizes and thanks the Penobscot Bay and River Pilots Association, (especially Skip Strong), for their leadership and initiative in bringing this safety issue to the forefront and seeking corrective action.

COVID-19

COVID-19 continued to impact Maine pilots as it did for all other segments of our society.



A Penobscot Bay and River pilot wearing a protective mask bearing the traditional Hotel flag colors - indicating "pilot on board."

Through extraordinarily tough COVID protective measures, no pilots have reported as contracting COVID-19 during the pandemic.

Pilots quickly and effectively imposed rigorous preventive measures to protect themselves from the unknown risk of close contact with international crews. Masking, sanitizing, social distancing and precautionary self isolation has become the new norm for most pilots.

Early in the pandemic, the Maine Pilotage Commission promulgated Policy Letter 1-20 which outlined infectious disease protection measures. The policy, which was borrowed from best practices throughout the industry, has remained in place throughout the pandemic.

It is particularly critical to safeguard the health of our pilots as the State-wide roster of qualified and licensed marine pilots is so limited that just one or two COVID cases could strain pilotage organizations and thus cripple marine imports and exports from the State of Maine.

Feature - What is a Pilotage System?

How Cargo Gets Here

As a coastal state, Maine has a long and rich maritime tradition. Considering Maine continues to serve ships through 3 major ports and several small ports, Maine's relationship to the maritime industry remains critical to our national and state economy but is often overlooked.

Most items that we consume each day were in some way brought to us via ocean transit. 90% of all consumable items are delivered via ship as part of the transportation infrastructure. In Maine for example, ships deliver everything from the fuel needed to drive our cars and heat our homes to food we eat to the raw materials needed to build homes, roads, and bridges. Do we buy our pillow cases and laundry detergent from the big box store? Or our Toyota from the local dealer? Yes, but those items got here either in whole or in part via ship.

In Maine we receive shipboard cargoes from all over the world on ships crewed by Captains unfamiliar with our dynamic coastline, unforgiving weather and operating environment. Weighing how vital ships are to the economic engine, shippers protect these important assets by utilizing maritime pilots when entering and departing ports and operating in coastal waters.

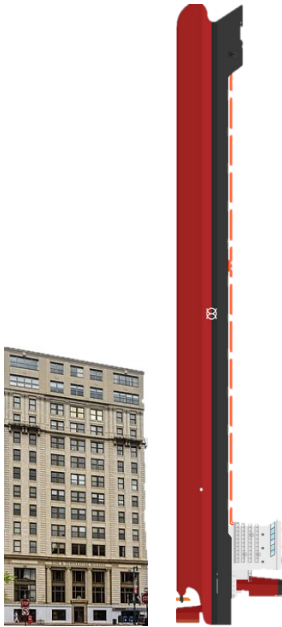
The most complex and critical part of the voyage is entry and departure to/from our ports and mooring and unmooring the ship. State pilots work with a ship's Bridge Team and direct the navigation of the vessel to assure a safe transit. Pilots operate in most weather and sea conditions which is important to keep pace with the economic necessity of timely cargo delivery.

The COVID-19 pandemic and recent shifting trade trends are now straining the maritime industry. Both 2020 and 2021 saw double digit reductions in ship arrivals in Maine. The shipping shifts impact pilots as well as other important service providers down the line. This feature aims to raise awareness of the importance of marine commerce and the critical role of pilots as well as the complexity of the system.

Pilots Protecting Our Natural Resources

So... is pilotage important? It is important enough to be required through both federal and state law. Pilots safely guide ships in and out of Maine ports every day to ensure we all receive the goods we need to live. Most importantly, pilots protect the lives of ships crews and the public who work and live near commercial shipping lanes that could be jeopardized by a collision or other accident. Additionally, pilots help to protect against the environmental impacts of a ship grounding which would threaten Maine's world recognized lobster fishery as well as our iconic tourism industry known as *Vacationland*. Pilots ensure the harmonic balance of commercial shipping with everything else Maine has to offer.

Pilotage System



Pilotage isn't simply about one person navigating a vessel up and down the bay. Pilotage is an extensive system that requires great effort and resources to maintain. The skills of maneuvering an extraordinarily massive structure within its own length and getting it in and out of tight and awkward dock arrangements requires skill and specialized equipment.

Offering perspective, consider the Time and Temperature Building in Portland which dominates the Portland skyline as seen from Route 295 or from South Portland.

Now imagine three Time and Temperature buildings laying end-to-end and maneuver it in the water. The average ship entering Maine is, in fact, three times the size of the Time and Temperature building and pilots are moving those ships in and out of Maine ports every day.

Making it Work

System Component 1 - The Pilot.

The most important component of the system is the pilot. Pilotage is a major milestone in the career of a mariner representing years of hard work. The path of training and development required to become a pilot is best measured in years - not weeks or months. While not a mandate, most pilots are educated at the collegiate level through maritime academies typically earning a bachelors degree and an entry level deck officer license. Most pilots then sail as navigation officers on ocean going ships for many years (perhaps 10 or more) before transitioning to becoming a pilot. Once a mariner decides to pursue a pilotage career they must train as an apprentice (often unpaid) for years under the direct tutelage of a licensed pilot. The apprenticeship affords a chance to hone ship handling skills and learn every rock, shoal, turn, and uncharted obstacle along the route on which the pilot wishes to be licensed. At the conclusion of the apprenticeship, the pilot must pass a rigorous battery of examinations administered by both the U.S. Coast Guard and the Maine Pilotage Commission. The effort is a monumental time and economic commitment. This embodies the most personally challenging part of the system but there is much more that makes pilotage work.

System Component 2 - Support.

In order to best illustrate the rest of the pilotage system we can use an anecdotal scenario involving a ship arriving in Searsport from South America...

The pilot arrives at the office in Searsport to get the daily assignment which is a ship to be boarded off Matinicus Island bound for Searsport. Each pilotage organization that serves Maine ports is an independent business. Like most businesses, the pilot organization needs a place to manage their operation. An office equipped with telephones, computers, desks, etc. are needed to manage the extensive system that is needed to schedule assignments, pay bills, conduct personnel functions, and other normal business tasks.

System Component 3 - Logistics.

Now that the pilot has received the assignment, the pilot must rendezvous with the inbound ship near Matincus Island. The pilot must be ferried to the ship on a pilot boat located in Rockland (30 mile drive away), then about 20 more miles via the pilot boat to the awaiting ship offshore. This portion of the day represents two complex logistical sub-systems.

Pilot Boat - Since pilots need to access ships offshore in most sea and weather conditions, they must



be specially designed to assure sea-worthiness and reliability. Pilot boats are not off the shelf items but rather are purpose built to transfer pilots in often hazardous conditions as safely as possible. They are designed to approach and land alongside an arriving ship to allow the pilot to climb a rope ladder (sometimes as much as 29 feet high) to board the ship while moving at about 8-10 mph. Pilot boats, because of their unique design and operating requirements, can easily cost well over \$1 million and requires tens of thousands of dollars to operate annually. Such pilot boat cost considerations include a specially trained captain and crew, dock space, maintenance, fuel, supplies,

insurance, etc.

Car service - As described above, most ship transits span dozens of miles depending on the destination. This means (in Penobscot Bay) a pilot will disembark the ship up to 50 miles from where the transit started requiring transportation back to the home office. The solution to shore-side transportation is usually a car service which is often contracted.

Tug boats – Although not a direct cost of a pilotage group, another critical piece of the pilotage puzzle includes assist tug boat operations. Ships are massive objects which are constructed to haul large bulk quantities of cargo across very long distances. Ships are very good at travelling over long (generally straight) distances over the ocean but they aren't nimble enough to turn 90° or 180° in small areas or back into an awkward dock. Most ships that arrive in Maine require at least one and more often two tug boats to assist the ship to maneuver to and from the dock. Tug boats are another purpose built asset and are necessity in any port. They are heavily constructed and equipped with very powerful engines to work under a pilot's direction to safely moor and unmoor ships.



System Component 4 - Employer Obligations.

Like all businesses, the key to success is people. Pilot organizations need high caliber staff to manage every component of the pilotage system. As good employers, pilotage organizations need to pay their pilots and staff a competitive wage. Further, pilotage organizations need to consider other staffing facets including retirement benefits and health care. Moreover, pilotage is an inherently dangerous occupation so safety needs to be part of their system as well. Lifesaving equipment, personal protection gear, portable navigation units, continuing education and other elements are needed to maintain both individual safety as well as heighten navigation safety.

The Critical Part of the Voyage



The Norwegian flagged STAR LIVORNO arrives off Eastport with strong winter weather approaching for its final and most critical 30 minutes of the voyage.

The ship boarded a pilot off West Quoddy Head and has safely transited the rocky Head Harbor Passage known for high currents and sporadic fog.

Length: 612 feet **Breadth:** 96 feet
Draft: 28" feet
Gross Tons: 37,447
Cargo: Wood Pulp



STAR LIVORNO cautiously approaches the Estes Head Pier in Eastport under the pilot's watchful eye.

The Port of Eastport's tug JANE McALLISTER tethers up to the stern to provide assistance. The pilot maximizes Mother Nature to help maneuver the ship with wind and current.



As STAR LIVORNO closes in on the pier, the intensifying snow becomes more challenging.

The pilot makes a series of complicated steering and engine orders along with the extra help of the tug to finesse the ship into a good position to approach the pier.

Only yards from the pier, the stevedores prepare to receive the first mooring lines.

The pilot continues the turn with the help of the tug's 3,000 horsepower engine, gently nudging the stern to the pier.



The pilot now works with the Captain and the bridge team as well as JANE McALLISTER to guide the ship forward to its proper berth on the pier where it can immediately start cargo operations.



STAR LIVORNO safely moored well ahead of the worst of the Downeast snow storm that is on its way.

All stop! Finished with engines.



Recommendations per 38 MRS § 90-B

Commission Recommendations

Training Continuity -

The Maine Pilotage Commission has worked hard to develop a robust system to identify training needs, assess training providers, and execute regularly updated training plans for marine pilots. Pilot continuing education is a statutory requirement, in order to maintain the top level of professionalism of pilotage in the State of Maine. The Pilotage Commission has historically worked in concert with the Maine Department of Environmental Protection to allocate adequate funding for pilot training in order to best prevent an accident that could lead to environmental damage.

Pilot training is supplemented through the Maine Ground & Surface Waters Clean-up & Response Fund through 38 MRS § 551. The fund is sourced from 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.

Funding flows from the Clean-up & Response Fund to the Pilot Training Fund via a Memorandum of Understanding (MOU) between the Commissioner of the Department of Environmental Protection and the Chair of the Maine Pilotage Commission.

The MOUs have been somewhat sporadic in the past and have, in some cases, been year to year and in more advantageous scenarios, up to three years based on a mutually agreeable training plan that meets the training and environmental protection goals of both parties.

It is difficult to forecast, organize and secure world class training for our pilots without a more consistent funding flow.

It is recommended that the Commissioner of the Department of Environmental Protection and the Chair of the Maine Pilotage Commission engage on future Pilot Training Fund MOUs to assure the flow of \$20,000 per year from the Maine Ground & Surface Waters Clean-up & Response Fund annually for an MOU validity of at least three years in the future.

Mission Statement

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

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

Maine Pilotage

Commission

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Maine Pilotage
Commission

Captain Earl Walker guiding the US Navy's most advanced warship at BIW.