

Minutes of the Lower Coastal Commission of Pilotage Meeting

January 8, 2013
899 Morrison Drive
Charleston, SC 29402

Board members present were:

Mr. William Lempesis, Chairman
Capt. Chris Thornton
Mr. John Hassell
Mr. Henry Hay

Excused absence was noted for:

Mr. David Galloway
Mr. Ken Riley

Staff and others present were:

Capt. John Cameron, Chas. Harbor Pilots
Capt. Whit Smith, Chas. Harbor Pilot
Capt. Michael White, Jr. USCG
CDR Scott Higman, USCG
Mrs. Kitty Cox, LLR
Mr. Sheridan Spoon, LLR
Mr. John Archer, Moran Towing
Ms. Pam Zaresk, Maritime Assoc.
Mr. Denver Merrill, Maritime Assoc.
Ms. Julia Winkler, TradeWorthy Inc.
Mrs. Noreen Milligan, Secretary

The Commissioners of Pilotage for the Port of Charleston met Tuesday, January 8, 2013, at the Maritime Association Office, 899 Morrison Drive, in Charleston, South Carolina. Whereas, proper notice of date, time, place and agenda information having been properly provide to the **Charleston Post and Courier** and proper notice also having been posted at the Maritime Association Office 24 hours prior to the time scheduled for the meeting and quorum having been noted as present, Chairman Lempesis called the meeting to order at 5:00 pm. All votes referenced herein were unanimous unless otherwise noted.

Chairman Lempesis asked the members to read the draft of minutes taken during the December 11th meeting. **Motion:** Commissioner Thornton moved to accept the minutes and Commissioner Hay seconded the motion. The motion carried. Next, the Finance Report showed that checks written since the last meeting totaled \$698.20 and there was one deposit of \$1,056.25 with all bills being paid, the Commission had \$458.60 on hand. **Motion:** Commissioner Hassell moved to accept the Finance Report and Commissioner Hay seconded the motion. The motion carried.

Chairman Lempesis asked for public comment. There was none

The Coast Guard reported that there is a heavy lift ship coming to Charleston and they will cover this under New Business. They had nothing else to report at this time.

Mrs. Cox gave the LLR report. There are two (2) physicals due in January and three (3) for February. LLR received the letter from Chairman Lempesis detailing the need for a fee increase. The Director has asked what the additional fees would be used for and the Commission has responded. The Notice of Drafting has been done and the Commission is still on track. It was reported the Commission members are covered under the LLR Insurance Reserve Fund Policy. Capt. John Cameron and Mrs. Noreen Milligan are not. They can add coverage under a personal policy if they think it is necessary. It was reported the Commission has a web site that LLR maintains at www.llr.state.sc.us/pol/pilotage. It was reported LLR will work in 2013 to make web site changes and add content choices; and it will be done in a five stage process. Any additions to the site will be reviewed by the Commission's advice attorney. Mrs. Cox gave each Commissioner an instruction report for filing their Statement of Economic Interest. This statement must be filed by April 15, 2013.

Chairman Lempesis reported that he met with the company that is installing the air draft monitor on January 4th. They looked at the bridge and the location on the device. They hope to have it installed by March or April.

There was no new information to report on the Savannah River Commission.

As reported under LLR business, the pilot fee increase is still under consideration. Capt. Smith asked Mrs. Cox if there is anything else that can be done to speed up the process. Chairman Lempesis suggested they wait till next meeting to see if LLR has made a decision.

At last month's meeting the wording was approved for the new air draft policy. Capt. Cameron is ready to publish a new Policy and Procedure manual but there is no money in the Commission budget at this time for the expense. Capt. Cameron mentioned maybe putting the manual on line. That would be the most cost effective.

The racon on the Don Holt Bridge is still having problems. ICA is the contractor and they have asked the pilots to explain to them what the problem is and what the pilots see. They may be able to go back on the manufacturer.

Capt. Cameron did a presentation of the LLR web site for the Commission and he web site went over some basic information. They would like to add the pilot application to it. The application fee is already noted. There is a comment on continuing education that Capt. Cameron feels should be changed. Mrs. Cox said that the site can be structured anyway they would like. As noted under the LLR report, the changes are taking place in a five stage process.

Motion: Chairman Lempesis asked for a motion to use the web site that LLR has set up for Commission business. Commissioner Thornton made the motion and Commissioner Hassell seconded it. The motion passed.

The Commission is concerned with the increase in vessels that are experiencing mechanical failure or loss of power. There have been 4 vessels in the last 4 months that has had some power failure. The Coast Guard is not sure what the problem is. Fuel was mentioned but they do not think that is the problem. The pilots can receive a report after the fact from the Coast Guard on vessels that have had engine problems and this falls under safety issues. The report that they would like to ask for is a Class Surveyor Report. This report details any mechanical problem, what happened, and how it was fixed. The pilot could ask for this report when he comes aboard. Capt. Cameron mentioned State Regulation 136-060 D. It states "*Every pilot must immediately report*

every marine casualty, hazardous conditions and violation of a navigation safety regulation to the Coast Guard and to the Commissioners of Pilotage.” Mr. Spoon said that the pilots might be able to use this to ask for the Class Surveyor Report. Capt. Smith asked if there is a data base that lists all vessels that have had mechanical problems. The Coast Guard said that there is no such data base. The Coast Guard will report at the next meeting what information can be release during an investigation.

Under New Business the Coast Guard reported that the Dredge New York will be loaded on to the vessel Treasure. It will take about 12 hrs for the dredge to be loaded. It will take place of off Ft. Moultrie on Friday or Saturday. They need about 60 ft of water. McAllister Towing will be handling the tugs and they will have someone on board the Treasure at all times. The Harbor Pilot will not stay during the loading of the dredge. The Coast Guard said there will be no safety zone around the vessel.

The pilots gave the Commission a list for 2013 of all registered pilots. Capt. Stewart will be taking his full branch pilot test next Friday. The pilots will not interviewing for new apprentices for the next 6 to 12 months.

There being no further business to bring before the Board, the meeting was adjourned.

Respectfully submitted,

Noreen K. Milligan
Executive Secretary

William P. Lempesis
Chairman