

**Sec. 15-15a-7. Qualifications, selection and training for new applicants for a license as a Connecticut State Marine Pilot**

(a) In addition to other requirements specified in this chapter, each applicant for a Connecticut State Marine Pilot's license shall:

- (1) Be 21 years of age as evidenced by birth certificate or legal proof of age;
- (2) Have successfully completed 12 years of formal education, as evidenced by a high school diploma or a high school equivalency examination;
- (3) Be in good physical and mental health, as stated in section 15-15a-10 of the Regulations of Connecticut State Agencies and evidenced by documentary proof of having satisfactorily passed a complete physical examination within the preceding six (6) months, which examination shall be in compliance with section 15-15a-10 of the Regulations of Connecticut State Agencies;
- (4) Possess a federal masters license (near coastal, any gross tons);
- (5) Possess a federal first class pilot's license of unlimited tonnage issued by the U.S. Coast Guard covering the waters described in section 15-15a-6(m) of the Regulations of Connecticut State Agencies;
- (6) Successfully complete the training and certification process detailed in section 15-15a-7(b) of the Regulations of Connecticut State Agencies;
- (7) Fulfill the requirements stated in section 15-13 (a) of the Connecticut General Statutes.

(b) When it is determined by the commissioner, at the recommendation of the Connecticut Pilot Commission, that one or more licensed Connecticut State Marine Pilots are needed for the Joint Rotation System, individuals seeking to enter the Program shall apply to the department in response to a public solicitation made by the department for the number of apprentices needed to enter the Program. Applications shall be reviewed and scored by the department according to the qualification point system for selection as specified in subdivision (1) and (2) of this subsection to arrive at each applicant's Preliminary Score and Final Score. Applicants shall provide copies of documents related to education, licenses, endorsements, training and experience referred to in this subsection and subsection (a) of this section in order to receive credit. Failure to submit all documents required shall disqualify the applicant from further consideration.

(1) Preliminary Score: Applications shall be evaluated by a point system based upon the following criteria:

- (A) Education: (maximum 5 points)
  - 1) Maritime academy graduate - 5 points
  - 2) Military academy graduate - 3 points
  - 3) Accredited college graduate - 2 points
- (B) Federal License grade: (maximum 5 points)
  - 1) Master greater than 10,000 GT - 5 points
  - 2) Chief Mate greater than 10,000 GT - 4 points
  - 3) Second Mate - 3 points
  - 4) Third Mate - 2 points
  - 5) Master/ Mate; greater than 3,000 GT - 3 points
  - 6) Master Tug and Barge - 2 points

7) Mate of Tug and Barge - 1 point

(C) Endorsements to License: (maximum 5 points)

1) First Class Pilotage for the waters described in section 15-15a-6(m) of the Regulations of Connecticut State Agencies - 5 points

2) Each port First Class Pilotage Unlimited - 1 point per port

(D) Additional Training: (maximum 5 points)

1) STCW Qualified - 5 points

2) Advanced Ship Handling - 5 points

3) Ship Handling Simulator Training - 3 points

4) Basic Ship Handling - 2 points

(E) Pilotage Experience: (maximum 5 points)

1) Pilot of Record on vessels greater than 50,000 GT- 5 points

2) Pilot of Record on vessels greater than 30,000 GT - 3 points

3) Pilot of Record on vessels greater than 10,000 GT - 1 point

(F) Written Exam – Twenty (25) questions 1 point per question (maximum 25 points)

1) Navigational Rules of the Road

2) Terrestrial Navigation

3) Charts

4) Tides and Currents

5) Ship Handling

6) BRM

(2) Final Score. Only applicants with a Preliminary Score of 30-50 shall advance to an interview. An Interview Committee consisting of two (2) or more CPC members shall conduct each interview and individually score the applicants according to the scoring set forth in subparagraph (A) of this subdivision. The individual Interview Committee member's scores shall be combined into a total composite interview score for each applicant. The Interview Committee shall add the composite interview score of each applicant to the applicant's Preliminary Score to arrive at a "Final Score" for each applicant. The Interview Committee shall provide a list of applicants in rank order according to each applicant's Final Score to the department for consideration to admission into the Program based on the number of apprentices solicited by the department's public notice.

(A) Thirty (30) Minute Interview by at least two (2) CPC members - (maximum 10 points total per interviewer):

(i) Communications skills (maximum 5 points)

(ii) Personal bearing and attitude (maximum 5 points)

(3) Pilot Training Program: Applicant(s) selected by the commissioner for the Program ("Apprentice") shall enter the Program under the supervision of currently licensed Senior Pilot(s) and the oversight by the CPC. An Apprentice shall meet all the requirements contained in section 15-13(a) of the Connecticut General Statutes.

(A) Overview. An Apprentice shall be required to make twelve (12) round trips over each pilotage section of the waters described in section 15-15a-6(m) of the Regulations of Connecticut State Agencies. Apprentices shall be trained and instructed by Senior Pilots licensed to operate in the waters described in section 15-15a-6(m) of the Regulations of Connecticut State Agencies. Training and instruction shall take place on the bridge of the

vessels on which the Apprentice is riding, except as otherwise noted. An Apprentice shall be required to perform the piloting, docking and undocking of the vessels on which he/she is riding, under the guidance of the Senior Pilot in attendance. As part of the Program, the Apprentice shall be required to demonstrate the ability to pilot vessels over 10,000 GT under all weather and sea conditions during both day and night. The Senior Pilot in attendance shall grade trips using the standard evaluation forms provided by the CPC, which shall then be submitted to the CPC after each trip. The CPC shall collect all evaluation forms for each Apprentice. The CPC shall review the evaluations to determine if all elements of subsection (3) have been met. Once reviewed and found to be complete, the CPC shall forward the evaluation forms to the commissioner with a summary report including a recommendation for the issuance or denial of a License. An Apprentice shall not receive any compensation for participating in the pilot training program.

(B) Ship handling. An Apprentice shall be trained in advanced ship handling techniques including: the effects of speed and vessel rotation on vessel maneuvering; vessel interaction; the effects of tide, current, and under keel clearance while docking/undocking or underway in all channels within the State's ports and waters; proper use of anchor when anchoring, docking/undocking, and in emergency situations; proper use of bow thrusters and their performance expectations based on power to weight ratio, vessel type, size and draft; and proper main engine use and performance expectations based on power to weight ratio, vessel type, size, weight, type of propeller, and type of rudder. As part of the Program, an Apprentice shall also successfully complete a USCG approved basic ship handling course and a USCG approved emergency ship handling course at a certified training facility, at the Apprentice's sole expense. An Apprentice shall provide proof of completion of such courses to the CPC.

(C) Use of assist tugs for vessel maneuvering. An Apprentice shall be trained in: the use of assist tugs, including proper positioning of tug(s) when used on different ship configurations, and under different docking conditions; the use of tug lines(s) under different weather, current, and dock configuration conditions; and the different techniques employed when using single screw, twin screw and tractor tugs.

(D) Weather: An Apprentice shall be trained in the effects of weather on piloting, vessel maneuverability and on the tides and currents within the ports and waters.

(E) Traffic management. An Apprentice shall be trained in proper passing, overtaking and meeting arrangements in dense traffic based on safety, and "custom and practice" in the port and waters, including ongoing review of the "Rules of the Road" and their practical application to the ports and waters.

(F) Bridge team management. An Apprentice shall be trained in how to conduct a proper master-pilot exchange and how to interact with the bridge team to ensure that engine and rudder orders are carried out correctly and that radar and other electronic navigation equipment are used properly and to maximum efficiency. As part of the Program, an Apprentice shall complete a one (1) week bridge team management course at a USCG certified facility, at the Apprentice's sole expense. An Apprentice shall provide proof of completion of such course to the CPC.

(G) Local knowledge and aids to navigation. Upon commencement of the Program, an Apprentice is expected to have an understanding of local knowledge and aids to navigation.

The Apprentice shall demonstrate that this knowledge is complete as it pertains to the waters described in section 15-15a-6(m) of the Regulations of Connecticut State Agencies. Senior Pilots in attendance during shipboard training shall assist in assuring Apprentice proficiency in this area.

(H) Use of personal computer navigation: An Apprentice shall be proficient with the use of a laptop computer, navigation software with a direct link to the vessel's AIS/GPS system, and a wireless GPS back up.

(I) Pilot boat operation and safety: Pilot boat operation and safety training will occur on various pilot boats and shall include actual operation of pilot boats, proper pilot boat boarding approaches, and use of all on board safety equipment. An Apprentice shall also be trained in proper pilot ladder use, rigging, pilot boarding techniques and safety concerns.

(J) Vessel Traffic Service: An Apprentice shall make periodic visits to USCG Sector Long Island Sound to become familiar with vessel screening prior to arrival, vessel clearance, vessel operations and monitoring traffic in the Long Island Sound and ports.

(K) Port safety and security: An Apprentice shall be familiar with all port security concerns, both state and federal, as they apply to the duties of a pilot. An Apprentice shall be fully familiar with the USCG "Homeport" website to receive "up-to-date" safety and security notices.

(L) Pilot Apprentice Logbook: An Apprentice shall document all training activities in a "Pilot Apprentice Logbook." Entries shall include, but not be limited to, the name, size and flag of a vessel boarded; the date, time and the points of embarkation/debarkation (by latitude/longitude); the name of the supervising Senior Pilot; and the weather conditions.

(c) Upon completion of the Program as determined by the commissioner at the recommendation of the CPC, an Apprentice found to possess the requisite physical and mental standards as specified by section 15-15a-7(a)(3) of the Regulations of Connecticut State Agencies, and to possess the required knowledge, aptitude and skills as set forth in section 15-15a-7(b)(3) of the Regulations of Connecticut State Agencies and section 15-13(a) of the Connecticut General Statutes shall be issued a License by the commissioner pursuant to section 15-13 of the Connecticut General Statutes. Once the license is issued, the newly licensed marine pilot shall work on the Connecticut side of the rotation under the auspices of Interport Pilots Agency, Inc. d.b.a. Connecticut State Pilots.

(Effective November 12, 1991; Amended January 3, 2011)