



BOARD OF COMMISSIONERS OF PILOTS
OF THE STATE OF NEW YORK
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10 February 2015

BOARD OF COMMISSIONERS OF PILOTS OF THE STATE OF NEW YORK

POLICY AND PROCEDURE 01-15

Every foreign vessel and every American vessel under register transiting the navigable waters of Long Island Sound-Block Island Sound, including all boundary waters and the waters of both States of Long Island Sound and Block Island Sound and all ports and the terminals thereon, and ports on waters tributary thereto east of the City Island – Stepping Stones Light Line shall take a pilot licensed under the authority of the laws of the State of New York (Navigation Law, Article 6, Section 89-b), the laws and regulations of the State of Connecticut (CGS 15-13a and 15-15 and CT Reg. 15-15a) or the laws of any other state having concurrent jurisdiction over these waters.

The Long Island-Block Island Sound Pilot is the Compulsory State Pilot for the waters of the Long Island Sound or Block Island Sound and has control of the vessel's navigation. It shall be unlawful for any other person to pilot, or offer to pilot such vessels except for a State Pilot licensed under the laws of the State of New York, the State of Connecticut or any other state having concurrent jurisdiction over these waters.

The Master has the right to intervene or to displace the State Pilot only in circumstances where the State Pilot is manifestly incompetent, incapacitated, intoxicated or the vessel is in immediate danger ("in extremis") due to the State Pilot's actions.

In the event vessel personnel refuse to comply with the above, the State Pilot is to:

- 1) Remind the Master that the State Pilot is the Compulsory Pilot. The Master can only intervene or displace the State Pilot for manifest incompetence, intoxication, incapacitation or placing the vessel in immediate danger.
- 2) Advise the Master that, should the Master choose to relieve the State Pilot of the conn, or countermand the State Pilot's orders for reasons other than those stated in this Policy and Procedure, the Master may be subject to penal and/or civil sanctions in accordance with the Navigation Law of the State of New York.

- 3) Advise the Master that violation of this Policy and Procedure may constitute illegal pilotage. The Master may be subject to penal and/or civil sanctions in accordance with the Navigation Law of the State of New York.
- 4) If relieved of the conn in violation of this Policy and Procedure, the State Pilot shall remain on the bridge and render assistance as needed.
- 5) Request that an appropriate entry be made in the logbook.
- 6) Obtain, if possible, the names of any persons who were present at the time of the violation of this Policy and Procedure.
- 7) Contact the United States Coast Guard's Captain of the Port Office and the respective pilot office to advise that you have been relieved of the conn by the vessel's Master.
- 8) Promptly submit a written report of the incident to the Board of Commissioners of Pilots of the State of New York.

**BY ORDER OF THE BOARD OF COMMISSIONERS
OF PILOTS OF THE STATE OF NEW YORK**



Frank W. Keane
Executive Director and Secretary

Association: Sound Pilots Association

cc: Connecticut Department of Transportation
United States Coast Guard (Sector Long Island Sound)

