

7 December 2010

To: Block Island Pilots Association: Captain Joseph Maco
Captain Paul Costabile
Hudson River Pilots Association: Captain K. Paul Capel
Sandy Hook Pilots Association: Captain Henry W. Mahlmann

From: The Board of Commissioners of Pilots of the State of New York (“Board”)

POLICY & PROCEDURE 03-10

Recent increases in the number of bridge allisions, particularly with the Bayonne Bridge, due to inaccurate air draft information supplied by the ship and relied upon by the State Pilot is a cause of concern to the Board.

A review of accident/incident reports reflect that the majority of these strikes occurred because an antenna or mast was either not lowered or not accounted for on the pilot card or the ship’s particulars.

The Board reminds all New York State licensed pilots during the Master-Pilot Conference (MPX) to specifically inquire about any antenna, equipment and/or mast additions, alterations or modifications which might not have been updated or included in the ship’s particulars. Pilots should visually observe the relative position and heights of antennas, masts and cranes as well as the vessel’s condition (loaded or light) and discuss any concerns with the master as to the accuracy or completeness of the information provided.

Failure to comply with this Policy and Procedure may result in sanctions.

BY ORDER OF THE BOARD

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Frank W. Keane
Secretary

Cc: Connecticut Department of Transportation – Captain Charles Beck
The New Jersey Maritime Pilot & Docking Pilot Commission –
Mr. Charles Licata, Esq.
United States Coast Guard Sector New York – LCDR Mark Bottiglieri