



MARINE SAFETY INFORMATION BULLETIN

These bulletins are purely informational for the maritime community within this Captain of the Port zone. They advise you of emerging information & situations that may impact our Marine Transportation System. As important, they help to manage expectations & facilitate cooperation regarding actions that we may be taking and/or that you may need to employ in the interest of safety/security. Increased vigilance in our maritime world hinges significantly upon proactive engagement & information sharing with the private sector, which has the primary responsibility for security & safety at their waterfront facilities & vessels.

BULLETIN NO: 010-03

Date: May 02, 2003

SUBJECT: PILOTAGE IN LONG ISLAND SOUND

1. There have been several instances recently wherein the requirements for pilotage on the waters of the Captain of the Port, Long Island Sound Zone may have been misinterpreted by some of the maritime community. On May 1, 2003, New York State Navigation Laws became effective modifying the requirements for pilots on foreign vessels and U.S. vessels operating under a registry endorsement. In addition, Governor John G. Rowland recently signed a letter approving emergency regulations requested by the Connecticut Department of Transportation. According to the Governor's letter, these emergency regulations are a codification of a Memorandum of Agreement, signed by the states of Connecticut and New York, under which the Connecticut and New York pilots have been voluntarily working since 1999.
2. As Captain of the Port, it is my responsibility to ensure that all possible precautions are taken to ensure the safety of the port, including the vessels using it. As such, I will enforce all federal laws relating to pilotage. I also expect all vessels operating in the port of Long Island Sound to comply with applicable state pilotage requirements. The Coast Guard will report violations of State pilotage laws to the applicable state authorities. If I find that a vessel is operating in violation of pilotage requirements and that its operation is hazardous, I will, in the interest of safety, issue a Captain of the Port Order, pursuant to my authority under 33 U. S. C. Chapter 25 and 33 C.F.R. 160.111, directing the vessel's operation or ceasing its operations until such time as it is found to be in compliance with the law. (More: a violation of a Captain of the Port Order is punishable by a civil penalty of not more than \$25,000????, a fine of not more than \$50,000 and five years in jail, or both.
3. If you have any questions regarding this MSIB, please contact Lieutenant Andrea Logman at (203) 468-4429.

Joseph J. Coccia
Captain, U.S. Coast Guard
Captain of the Port
Long Island Sound