

# The New Jersey Maritime Pilot and Docking Pilot Commission



**2016 Annual Report  
170th Edition**



A special thanks to the following pilots for their contribution to this report:

- ❖ Captain Karen Basciano
- ❖ Captain Louis Bettinelli
- ❖ Appentice Scott Britton
- ❖ Captain Harold Cavagnaro
- ❖ Captain John DeCruz
- ❖ Captain Robert Ellis
- ❖ Captain Robert Flannery, III
- ❖ Captain Paul Klein
- ❖ Apprentice Eric Lavin
- ❖ Captain Andrew McGovern
- ❖ Captain Timothy Nilsen
- ❖ Captain John Oldmixon
- ❖ Captain Ronald Perry
- ❖ Apprentice Sal Rivas
- ❖ Captain Richard Schoenlank
- ❖ Captain Nils Tribus

Editor:  
Andre M. Stuckey  
Executive Director  
New Jersey Maritime Pilot and  
Docking Pilot Commission

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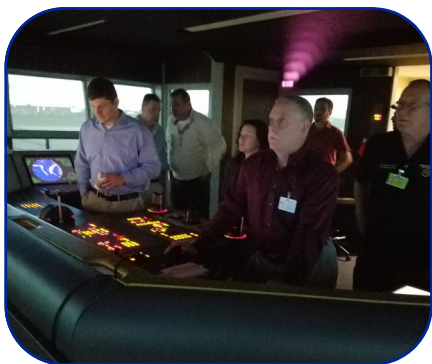
Dear Governor and Members of the Legislature:

The New Jersey Maritime Pilot and Docking Pilot Commission is proud to be a part of a Port Community where all entities work together to ensure we are able to respond to the constant changing environment of the port, while maintaining our status as one of the premier ports in the world. The members of the New Jersey Maritime Pilot and Docking Pilot Commission is proud to be able to report on the many improvements and accomplishments that occurred in 2016.



A major project that took 27 years to complete is one of the most significant events that took place in 2016, the completion of the 50 foot harbor deepening project. This will enable the port to receive the large post-Panamax vessels that are anticipated to arrive as early as the summer of 2017.

The raising of the Bayonne Bridge is another milestone. The Port Authority of New York and New Jersey has been working diligently to complete this project in record time. It is anticipated that navigational clearance may be achieved by the summer of 2017.



*Maritime and Docking Pilots travel to MITAGs for simulation exercises.*

In order to be able to pilot the larger generation of post-Panamax vessels, in November, 2016 Maritime Pilots and Docking Pilots in the states of New Jersey and New York began to participate in simulation exercises at the Maritime Institute of Technology and Graduate Studies. The training will continue into the first quarter of 2017 to ensure that every pilot has the opportunity to attend. Each pilot will spend two days simulating the transit of 14,000 TEU vessels on the Upper and Lower Bays through the Kill Van Kulls to Port Elizabeth and Port Newark. Exercises were also simulated from the Port Jersey Channel to Global Terminal. Although the exercises are not an exact science, they allow pilots the opportunity to practice and begin to set

parameters in navigating these vessels.

In addition to the many projects to bring the ports up to date, various events have taken place that highlight our port.

In May of 2016 we celebrated Fleet Week. In the years following the 9/11 attacks of the World Trade Center, we were not able to get a lot of participation and the "Parade of Ships" would consist of four to six vessels. This year eighteen vessels participated in the parade and docked for the week long celebration of our United States Coast Guard, Navy and Marine personnel.

The Coast Guard vessel, the Cutter Eagle made an historic visit to the port on August 4, 2016. Built before WWII and kept in its historic condition, the Eagle is used as a training

platform for cadets from the United States Coast Guard Academy. Once docked, members from the public were allowed to visit and tour the vessel.

Another significant event was the arrival of the SS John W. Brown. The Brown was actually the first Harbor School in the New Jersey/New York area so its arrival was like a homecoming. I had the pleasure of joining the Brown as it passed under the Verrazano Bridge and ride it into the harbor. Maritime Pilot, Captain Karen Basciano, who began volunteering on the Brown when she was only 12 years old, was at the conn as the vessel made its way into the New Jersey/New York harbor. She was joined by Docking Pilot, Captain Robert Ellis who safely brought the Brown to rest at its berth. During the Brown's stay in the harbor the crew hosted many visitors.

It is with a heavy heart that I report the passing of Retired Commissioner Richard L. Amster. Having served for thirty consecutive years, Commissioner Amster was the longest serving Commissioner on the board until his retirement in 2010. He was very instrumental in setting up a system that provided for a pension program for all Maritime Pilots. After his retirement, Commissioner Amster continued to work with our Executive Director until his passing on April 10, 2016. Commissioner Amster's passing is a significant loss to the maritime community.

We are working with a compliment of four Commissioners and operate on pilotage revenue without utilizing any tax dollars. We maintain a strong presence within the port community and our Executive Director attends meetings and is on site for many of the events that take place within our port.

We continue to strive to ensure that our mission to ensure port security, safety and encourage economic growth is carried out. 2016 has seen a decrease in the amount of occurrences that have taken place within our port that involved either a New Jersey State Licensed Maritime Pilot, Docking Pilot or Apprentice. This is in no small part to due to the high standards established by the Commission and the superb dedication and professionalism of the community we regulate.

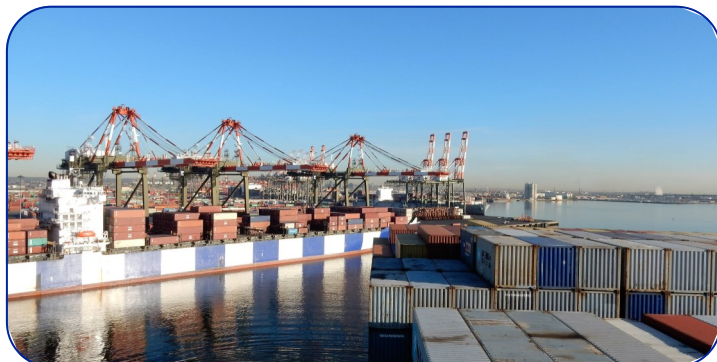
I encourage you or members of your staffs to contact Ms. Stuckey to arrange a visit to one of our monthly meetings or to one of the pilot stations to see the work of New Jersey State licensed pilots firsthand.

The members of the New Jersey Maritime Pilot and Docking Pilot Commission continue to remain diligent in their efforts to ensure port safety and are grateful for the confidence shown by appointing each of us to this all important mission.

Very truly yours,

*Timothy J. Dacey*

President



## Overview of the Commission

The New Jersey Maritime Pilot and Docking Pilot Commission, formerly known as the Board of Commissioners of Pilotage of the State of New Jersey, was formed in 1837 to provide for the selection, training, licensing and regulation of marine pilots who are in charge of the navigation of oceangoing vessels that operate in the ports of New Jersey and New York and the pilotage waters south of Sandy Hook to Atlantic City.

The Commission provides oversight of the Sandy Hook Pilots Association, Harbor Pilots of New York/ New Jersey, Interport Pilots Association and Metro Pilots Association. In 2016, the four pilot associations had a combined total of 38 Maritime Pilots, 33 Docking Pilots, 6 Maritime Pilot apprentices and 4 Docking Pilot apprentices.

The Commission is an “in but not of” state agency located within the New Jersey Department of Transportation. By state law, six Commission members are nominated by the Governor and, with the advice and consent of the Senate, serve three-year terms. The Commission is bipartisan—not more than three Commissioners can be members of the same political party. Commissioners are “selected from among such persons as have been officers in our naval, Coast Guard or merchant service, or have been duly qualified as United States Merchant Marine Officers.” No member may have a direct or indirect financial interest in pilotage business. The Commission’s sole source of revenue comes from fees paid by New Jersey licensed pilots. Consequently, there is no cost to taxpayers.

## Responsibilities Include

- Establishes pilotage regulations for vessels in state waters;
- Sets standards for training and licensing pilots;
- Selects qualified Maritime Pilot apprentices and Docking Pilot apprentices;
- Prepares and administers pilot examinations;
- Grants state pilot licenses;
- Sets rates for certain pilot services;

### COMMISSIONERS

**Timothy J. Dacey**  
President

**Brian McEwing,**  
Vice President

**Jacob Shisha**  
Secretary

**Charles E. Wowkanech**  
Treasurers

### STAFF

**Andre M. Stuckey**  
Executive Director

**Al Hawkins**  
Board Administrator

- Investigates marine occurrences;
- Disciplines pilots for violations of laws and regulations, including negligence, and
- Serves on various Committees within the maritime industry.

## **Relationships with the Board of Commissioners of Pilots of the State of New York**

The Commission works cooperatively with the Board of Commissioners of Pilotage of the State of New York (New York Board) on numerous matters. The two Commissions meet quarterly to discuss ongoing issues that affect both states and work cooperatively to investigate all incidents that involve pilots from both states. A number of joint committees exist with the New York Board to facilitate coordination, resolve issues and set policy. For example, the Commission and the New York Board serve as joint members of the Maritime Apprentice Selection Committee. The Committee makes recommendations every two years on those individuals eligible to be appointed Maritime Pilot apprentices. From this group of qualified applicants, the Commission appoints Maritime Pilot apprentices as needed. In addition, a New Jersey Commissioner meets with the “Pension and Surcharge Committee,” whose members are a New York Commissioner, the Sandy Hook Presidents from New York and New Jersey, an actuary and accountant. Although industry representatives are not part of the Committee, they are invited to these meetings to provide the Committee with feedback from the maritime community. This Committee decides the level of the surcharge needed to adequately fund equipment purchases and Maritime Pilot’s retirement accounts. The two Commissions also consult and sets, fees charged by Maritime Pilots.



## A New But Familiar Face



CWO, Charles Wolfe began his United States Coast Guard (USCG) career in 1992. During his 24-year tour he served as a Helicopter Rescue Swimmer, Inspector and Marine Investigator. He was presented with the Air Medal Award for saving 68 lives during the Hurricane Katrina Rescue operations.

Upon his retirement in August, 2016 CWO Wolfe was named the USCG Deputy Chief of Marine Investigations, Sector New York. The title may be new but the post is not as his last tour was spent as a Marine Investigator in Sector New York.

In his civilian role CWO Wolfe is working closely with the New Jersey and New York Executive Directors to ensure all occurrences that happen within this port are investigated thoroughly and professionally. CWO Wolfe will provide the continuity that is needed by the New Jersey Maritime Pilot and Docking Pilot Commission and the Board of

Commissioners of Pilotage of the State of New York to ensure the spirit of cooperation and the information sharing relationship remains intact. He is a valuable addition to Sector New York's civilian pool. We are grateful to CWO Charles Wolfe and the work he does in the Investigation Unit.

## Coordination with the U.S. Coast Guard and other Agencies

The Commission maintains regular contact with the U.S. Coast Guard and has developed an excellent working relationship with that agency. There is an ongoing program of cooperation and information sharing, particularly as it relates to incidents being investigated by both entities. In addition, the Commission regularly consults with the maritime industry and other organizations, including the National Oceanic and Atmospheric Administration, the Army Corps of Engineers, the New York Harbor Safety, Navigation and Operations Committee, the American Pilots Association, the American Harbor and Docking Pilots Association, International Maritime Pilots Association, and the Port Authority of New York and New Jersey, among others, in an ongoing effort to ensure safe and secure maritime operations.



## Operating Budget July 1, 2015 to June 20, 2016

Expenses	FY16 Approved Amount
Rent	\$29,200.00
Postage	\$250.00
Supplies	\$4,000.00
Printing	\$1,000.00
Meetings	\$4,000.00
Telephone	\$2,000.00
Newspaper/Magazine Announcements	\$4,000.00
Office Fixtures/Equipment	\$4,000.00
Awards/Plaques/Certificates	\$250.00
Legal Fees	\$1,000.00
Audit Fees	\$4,000.00
ID/Badges/Willets	\$1,000.00
Subscriptions	\$2,000.00
Annual Memberships	\$2,500.00
Travel	\$2,500.00
Conference/Seminar/Special Events	\$2,500.00
Salaries/Taxes	\$177,673.41
Fringe Benefits	\$63,802.52
Occurrence Investigation	\$20,000.00
Continuing Education	\$2,500.00
Incidental Expenses	\$4,000.00
Pilot Training	\$23,000.00
Commissioner Compensation	\$7,200.00
<b>Total Expenses</b>	<b>\$362,375.93</b>
Income	FY16 Approved Amount
Maritime Pilot Fees	\$350,000.00
Docking Pilot Fees	\$9,000.00
Other Income	\$0.00
Prior Year Surplus	\$195,295.37
<b>Total Income</b>	<b>\$554,295.37</b>

## Legislation

None.

## Regulations

On November 21, 2016, the Commission proposed to re-adopt with amendments its rules governing the licensure and regulation of Maritime Pilots and Docking Pilots. The amendments were made to improve sections, correct grammatical errors and align them with current practices. The proposal was published in the November 21, 2016 edition of the New Jersey Register at N.J.R. 2422(a) with a comment period that expires on January 20, 2017.

## Rate Making Matters

Pursuant to N.J.S.A. 12:8-24.1, the rates charged by New Jersey licensed Maritime Pilots are to be the same as those charged by New York State licensed Maritime Pilots. These rates are passed by New York Legislature and are subject to the approval of the New Jersey Maritime Pilot and Docking Pilot Commission.

On June 6, 2012, the New York Legislature passed a Maritime Pilotage rate increase. The new pilotage rates, which became effective January 1, 2013, allows for a gradual increase of 12% over a five-year period. The rates are as follows:

The Commission adopted these rates at its November 20, 2012 regular meeting.

3% Pilotage rate adjustment effective January 1, 2013

2% Pilotage rate adjustment effective January 1, 2014

3% Pilotage rate adjustment effective January 1, 2015

2% Pilotage rate adjustment effective January 1, 2016

2% Pilotage rate adjustment effective January 1, 2017

Pursuant to N.J.S.A. 12:8-24.1, certain fees charged by New Jersey licensed Maritime Pilots must be established by the New Jersey Maritime Pilot and Docking Pilot Commission after consulting with the Board of Commissioners of Pilotage of the State of New York. These fees include rates for vessels undertaking intermediate or intra-harbor movements in the ports of New Jersey/New York and for vessels entering or departing ports south of Sandy Hook, including Atlantic City. The most recent rate

increase became effective on June 1, 2015. The Commission does not have the authority to set rates charged by Docking Pilots.

## **Assets, Liabilities and Contracts**

The Commission operates its Executive Offices in Newark, New Jersey, which is equipped with all the items needed to run the organization. The value of these items do not exceed \$25,000.

Pursuant to state statute, the Commission reports that it has entered into a contract with the New Jersey Transit Corporation for the use of office space, the board room and various utilities. This contract is currently for \$26,268.00 and it is subject to an annual rate adjustment based on the Consumer Price Index on July 1 of every year. The Commission had no liabilities at the end of 2016.



## The Completion of the 50 Foot Channel

On September 4, 2016 the Army Corps of Engineers and the Port Authority held a press conference to announce the completion of the 50 foot channel deepening project. The completion of the project is a major milestone in ensuring that the ports of New Jersey and New York are able to remain competitive while ensuring continued growth and the creation of new jobs.

The \$2.1 billion project which took 27 years to complete will maintain the port of New Jersey and New York as one of the premier ports on the East Coast. It provides a safe path for the new generation of post-Panamax ultra large container vessels (ULCV) to enter our ports. The ULCV's will run on more environmentally friendly fuel and will be equipped with the latest technologies in air emission control systems; good for the environment. The ULCV's will also save on transportation expenses for the shippers which will directly affect consumer costs on products arriving from overseas.



The dredging served a dual purpose as the sand dredged from the channels was used to restore wetland habitats at several marsh sites. It also protects port jobs while allowing the industry to continue to grow.

The press conference was attended by many Lawmakers and Notables within the industry. Words of appreciation and encouragement were expressed by Jo-Ellen Darcy, Assistant Secretary of the Army for Civil Service; Col. David Caldell, the Army Corps of Engineers New York District Commander; Senator Bob Menendez; Representative

Jerold Nadler; Representative Rodney Frelinghuysen; and Jon Nardi, President, New York Shipping Association.

Comments from Molly Campbell, Director, Port Authority Port Department may have put it best. "Completion of the harbor deepening project is a major milestone in our efforts to meet the needs of the regions 23 million consumers now and in the future. It culminates more than 25 years of work and \$6 billion in public and private sector investment to ready the port for the new generation of vessels, and will continue to support the 336,000 jobs and billions in economic activity the port generates."

The members of the New Jersey Maritime Pilot and Docking Pilot Commission thanks the Army Corps of Engineers, the Port Authority of New York and New Jersey and the Department of Transportation for working together to see this project to fruition.



## A Liberty Comes Home: Operation New York, New York

### By Captain Karen Basicano



*Captain John W. Brown*

On Saturday morning, September 10, 2016 the **S.S. JOHN W. BROWN** returned to New York City for the first time since 1983, almost 75 years to the day after she was first launched. Upon her arrival to NY she was greeted by the **Pilot Boat New Jersey**, casual boaters, fishermen, NYC fireboats including the **John J. HARVEY**, and the Harbor School's boats manned by the students, just to name a few. To say the welcome was enthusiastic would be an understatement.

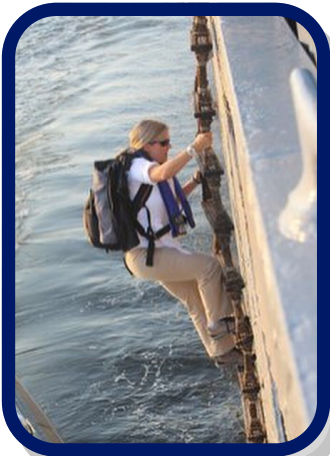
The visit of the **S.S. JOHN W. BROWN** was particularly important to me. I started volunteering on board 22 years ago, when I was 12. I was active in the maritime community in many ways but the BROWN and her crew were the most influential part of not only my career but my whole life. I decided I wanted to be a Pilot during our first Living History Cruise on the

Chesapeake Bay. The Pilots allowed me to steer a 441-foot ship before I had my driver's license. I was very lucky to have maritime training at such a young age, by having learned not only how to navigate and steer but also how to take care of a ship from the engine room, to the top.

Perhaps the most important lesson was how to work with people from all walks of life. To me working on ships is not really "work."



*Captains Karen and Alaina Basicano*



*Captain Karen Basicano boarding the SS John W. Brown*

It was very emotional to see the BROWN appear on the horizon. I was nervous climbing her pilot ladder because I knew every person peering over the side was watching me, including my sister who was sailing Chief Mate. To the Captain of the BROWN, Ben Lyons, a retired Maryland Pilot it was business as usual but a few crew members had tears in their eyes. After a long greeting, I realized that I had to work. My sister then escorted me to the bridge. I cannot put into words how it felt to pilot the BROWN. A ship that 22 years before, while standing in the very same spot, I said I wanted to be a pilot. The Captain jokes that the only reason I got her to New York was so I could pilot her in. Maybe. Maybe not.

While passing under the Verrazano Bridge we boarded some VIP's including my family,



*The SS John W. Brown enters the New York /New Jersey Harbor.*

Timothy Dacey, President New Jersey Pilot Commission, Lucienne Bulow, Commissioner, New York Board, U.S. Coast Guard, Pilots, cadets and our very own Andre Stuckey! She was by far the best at climbing the gangway.

It was like old times having the BROWN local. If I was not working, I was on board the BROWN every morning. We hosted many events while in NYC, one being the JOHN W. BROWN High School reunion. Probably the most heartfelt moment during the reunion was when a former teacher came on board. He could not walk but when he looked up and saw the BROWN his face lit up with such a big smile. His former students carried him aboard and you could see the comradery and emotions running high. Personally, I felt proud to be part of a such a crew. Midshipmen from the US Merchant Marine Academy came on board to study what it would have been like to go to sea as a cadet during World War II. SUNY Maritime, US Merchant Marine Academy, Harbor School, and many other organizations supported Operation New York, New York in many ways. The harbor cruise was a big success as well. We had many volunteers from Pilots, Docking Pilots, Harbor School students, FDNY, FDNY fire boats, USCG, EMS and NYPD.



*Commissioner Timothy Dacey, Captain Ben Lyons, Captain Robert Ellis and Captain Karen Basciano.*

Leaving New York City was bitter sweet. I was the outbound Pilot and Captain Robert Ellis was our Docking Pilot. It was a rainy day with low visibility and using the old RADAR was interesting to say the least. When we crossed the Pilot Station we passed a number modern-day ships. Most of them gave us a salute with their whistle. It is not uncommon for vessels to salute the BROWN on our ocean voyages. As soon as we crossed the Pilot Station I was demoted to Third Mate and I sailed on my license again for the short trip home. We took the C & D Canal to the Chesapeake Bay. The Captain was our Pilot once we crossed from Delaware to the Maryland waters.

The voyage was a success for the ship and her crew. As for me, it was one of the most important events in my life.

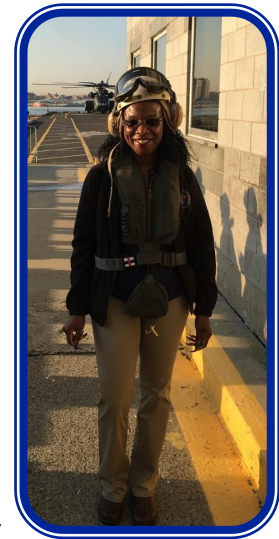


## The Rejuvenation of Fleet Week

Fleet Week is a United States Navy, Marine Corps and Coast Guard tradition in which active military ships recently deployed in overseas operations dock for a week-long celebration.

The New Jersey and New York harbor celebrated during the week of May 26, 2016. The festivities began with the official parade of ships. In previous years the parade consisted of only four to six vessels. This year eighteen vessels participated in the celebration of our maritime military officers and the vessels they serve.

The day began at the Manhattan Heliport at 7:00am. Captain Daniel Blair, Ms. Stuckey and other distinguished visitors were transported by the Navy via helicopter to board the USS Bataan as it sailed into the New York harbor. Once on board Captain Blair and Ms. Stuckey participated in a security briefing with the captain and crew. After the briefing they were escorted to the bridge where Ms. Stuckey took the time to get to know the crew.



*Ms. Stuckey prepares to board the Navy Helicopter to join the USS Bataan.*



*The USS Bataan joins the Parade of Ships.*

Of particular interest was the story of the ship's Captain, Jack "J.C." Carter. Captain Carter, a native of Long Island was happy to be able to return to his home town in command of a U.S. Navy flagged ship. He spoke fondly of his grandfather, a plow boy from Michigan, who was drafted into the Navy during WWII and served aboard the destroyer USS Cali. He was happy to be following in his grandfather's footsteps.

The USS Bataan began the five hour journey to join the parade. As each vessel arrived and the parade began to take shape the excitement in the air was electrifying. A calm came over the crowd of visitors as the crew began to take

their places on the edge of the vessel to Stand Watch. A feeling of pride came over Ms. Stuckey as the vessel passed the Statue of Liberty and the crew members stood in attention.

Captain Jeffrey McAllister's boarding of the vessel to begin the docking maneuvers was a clear indication that the journey was coming to an end. The USS Bataan broke ranks and docked at the Passenger Ship Terminal to allow its visitors to disembark. A crowd of proud citizens were at the berth to cheer on the crew members, a great sight to see.



*The crew gets into position to stand watch as the USS Bataan enters the New York harbor.*

## The Arrival of the Cutter Eagle

On August 4, 2016 the United States Coast Guard's (USCG) vessel the Cutter Eagle visited our port. The Cutter Eagle, which was built before World War II and kept in its historic condition, is used as a training platform for cadets from the Coast Guard Academy.

Our Executive Director, Ms. Andre Stuckey was on hand to document this historic event.



*Ms. Stuckey shows her excitement as she prepares to board the Cutter Eagle.*



*Captain Mark Wanderer is at the helm as the Cutter Eagle is brought in from sea.*

The day began at the Manhattan North Cove Marina in Battery Park where Ms. Stuckey and other passengers, including two members of the cast of the Broadway hit play Hamilton, Sydney James Harcourt and Renee' Elise Goldsberry, were transported via Millers Launch to meet the Cutter Eagle south of the Verrazano Bridge.

Upon embarking the vessel there was a brief welcome by the Captain of the Port, Michael Day. The remainder of the voyage was spent interacting with the crew, cadets and touring the historic vessel. Ms. Stuckey found the day to be not only enjoyable, but extremely educational. The cadets and crew were well versed in the history of the vessel.

In addition to the historic part of the voyage, passengers got a chance to observe the dual pilot system, unique to the port of New Jersey and New York.



*Kept in its historic condition, the Cutter's crew steers her using the ship's wheel.*

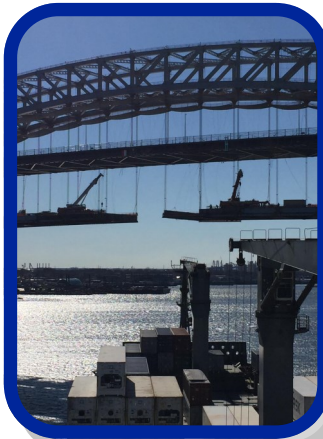
Maritime Pilot, Captain Mark Wanderer was at the helm as the vessel was brought in from sea and was later joined by Docking Pilot, Captain Christopher Baker who brought the vessel to rest at its berth at Pier 86 on the Hudson River. Both pilots performed their roles in an exemplary manner.



*Captain Christopher Baker performs his Master Pilot Exchange with the vessel's crew.*

## A Tale of Three Bridges

Construction of three major bridges, the Bayonne Bridge, Goethals Bridge and Verrazano Bridge were taking place simultaneously in 2016 and are slated to be completed in 2017.



*Scheduled to be completed by the end of 2017, the project to raise the Bayonne Bridge began in May of 2013.*

The project to raise the existing roadway of the Bayonne Bridge from 151 feet to 215 feet began in May of 2013. The Port Authority of New York and New Jersey has been working diligently with the contractors to fast track this project to ensure the bridge will be ready when the post-Panamax vessels begin to enter the port. It is anticipated that navigational clearance will be achieved by the summer of 2017.



*It is anticipated that the new roadways of the Bayonne Bridge will be open to traffic in February of 2017.*

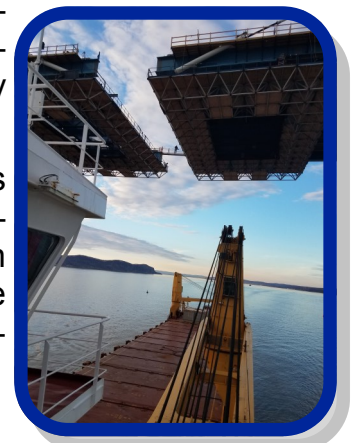
The Goethals Bridge which carries I-278 traffic across the Arthur Kill channel between Staten Island, New York and Elizabeth, New Jersey was built in 1920. Construction to replace the aged bridge began in May of 2014 and is expected to be completed by the end of 2017.



*The project to replace the aged Goethals Bridge began in May of 2014.*

A project to replace the upper deck of the Verrazano Bridge began in March of 2015. The project replaces the 50-year-old steel with higher-tech, lighter weight orthotropic steel which will increase the life span of the bridge originally built in 1964. It is anticipated that the upper deck replacement project will be completed by November of 2017.

The Port Authority has worked closely with the Harbor Operations, Navigation and Safety Committee to ensure each of these projects are being carried out without having a large impact on commercial traffic.



*Crews work to replace the upper deck of the Verrazano Bridge to ensure its completion by November of 2017.*



The Sandy Hook Pilots continue to provide uninterrupted pilotage service to the Port of New Jersey/New York on a year-round basis. With the completion of the 50' dredging project – a significant culmination of many years of effort – as well as the progress of raising the level of the Bayonne Bridge - it is anticipated that very large container vessels will be arriving at the port in mid-2017. We will be ready.

This year, our pilots have taken delivery of new portable pilot units – very accurate tablet technology designed to aid the navigation of the vessels transiting these waters, carried aboard by every Sandy Hook pilot. As the size of container vessels grow steadily, this equipment, as well as pilot training becomes more critical. Hence, the effort to provide maritime pilots and docking pilots the opportunity to experience these vessels transiting through port waters by simulation prior to their actual arrival. The port and pilot community has become aware of the significance and challenges these vessels will bring, and we are confident they can be handled safely on their transits to and from the terminals within the port.

The multi-faceted cargo that enters and departs the port each year brings with it huge economic gains for the entire region. The improvements and investments in the port, channels, and shipping have been instrumental in keeping the balance of trade where it belongs – in this port! We believe in assisting and promoting the port in any way we can to not only retain trade, but also to encourage more when possible.

As always, we are appreciative of the Pilot Commission and their dedication to the port and the pilot service that is so critical to port success. We remember Commissioner Richard Amster with his passing in 2016 for his many contributions over the years during his lengthy term on the Board.

The Sandy Hook Pilots look forward to the challenges and shipping experiences of 2017, and stand by at all times to provide the pilotage service!

***Captain Richard J. Schoenlank***  
***President - United New Jersey Sandy Hook Pilots Benevolent Association***



A lot has been brewing in our industry and our port is preparing for some big changes.

With the raising of the Bayonne Bridge, we are anticipating the arrival of 14,000 and 18,000 TEU vessels. The ever-increasing size of these ships, require that new safeguards and policies be established and instituted to insure safe travel into and out of the New Jersey/New York Harbor.

All of the pilots are currently participating in simulator training in anticipation of the arrival of these larger ships. Simulator training is valuable in that it provides benchmarks for what is doable and mimics real time harbor elements such as wind, tide and current. The MITAGS training facility in Baltimore is high tech and adequately reproduces simulated conditions.

When these vessels begin calling in the New Jersey/New York Harbor, it may be determined that certain parameters established via simulation may be able to be relaxed.

We are anxiously awaiting the arrival of these ships.

***Captain Robert Ellis***  
***President, Harbor Pilots of New York/New Jersey***



Prospects look good as we move forward in 2017. The port of New Jersey/ New York is as vibrant as ever and that bodes well for those of us in the pilot business.

Interport is continuing our transition, bringing new young pilots into our fold. Anyone involved in this business knows that this pursuit is not accomplished overnight. It's a long-term commitment on the part of the pilot group and the prospective new pilot. It's worth it though.

So Interport's focus for the New Year is all about training, training our new young pilots and providing recurrent training for our more experienced pilots. In that regard we have developed our own "in-house" recurrent training program that encompasses Bridge Team Management with an emphasis on Fatigue Mitigation as well as the review of the incidents that have occurred locally and investigated by the Commission and those that have been investigated by the NTSB. We believe that the review of these incidents is critical to the education of a pilot.

We are once again looking forward to an expanded Fleet Week in May, and for warmer weather that can't get here too soon. As I've said in the past, and will continue to say in the future, you're lucky to be a pilot in this port.

***Captain Louis Bettinelli***  
***President , Interport Pilots Association***



With our voyage of 2016 completed, looking back, it was a good year. Cargo was up and the numbers were good.

There was a tremendous effort put forth by the pilots in anticipation of the arrival of the "new" ULCV's. We have participated in numerous familiarization simulations at MITAGS in Baltimore. Each pilot spent two days working on maneuvers through the Bays transitioning the KVK through to Port Elizabeth and Port Newark. Runs from the Port Jersey Channel to Global Terminal were also performed. Many different ideas for parameters were discussed during the briefings following the simulation exercises. It is a concerted effort by the pilot organizations to make this smooth transition to these larger vessels.

As our voyage of 2017 begins, we are anticipating a July-August completion of the navigational end of the Bayonne Bridge. By that time the simulation exercises will have been completed and recommendations to the Deep Water Draft Committee (HODS) will be implemented.

Looking forward with great anticipation for the arrival of these ships and the excitement of a new era in this great port and wondering "what's next?"

***Captain Robert Flannery , Jr.***  
***President, Metro Pilots Association***

### Number of Vessels Piloted By New Jersey State Licensed Pilots

Month	Maritime Pilots	Docking Pilots
January	320	628
February	356	712
March	366	730
April	348	767
May	399	808
June	428	799
July	411	780
August	384	787
September	388	707
October	438	777
November	339	708
December	313	693

#### Types of Port Cargo Movements:

- ◆ **Containerized cargo handling**—refers to the handling of cargo loaded in maritime containers. Each container, which can accommodate a nearly complete range of commodities, is handled as a single unit. The most commonly used types of containers are either 20 or 40 feet in length.
- ◆ **Breakbulk cargo handling**—is the traditional means of handling general cargo. It describes the handling of a broad variety of commodities as forest products, paper, bananas, fresh fruit, steel and cocoa beans.
- ◆ **Bulk cargo handling**—refers to the handling, in a continuous operation, of dry and liquid uniform, commodities, such as petroleum, petrochemicals, grain and coal.
- ◆ **Auto and vehicle transport**—describes the waterborne movement of motorized, wheeled units. Typically these vehicles are “rolled on and rolled off” (RO/RO) vessels with multiple decks by terminal workers.



# SPOTLIGHT

Born into a seafaring family, much of my youth was spent learning the islands and channels of Casco Bay and the Mid-Coast of Maine from the deck of my grandfather's sailboat. This led pretty naturally to a life at sea, and I have been fortunate to have a career that has brought me to the far corners of the globe and into some of the world's greatest rivers and harbors. I have been a part of voyages from North America to Africa, Arabia, and Europe, as well as traversed the four major ocean basins, finally making my home here in the Port of New York and New Jersey.

The profession of Pilot is one of both skill and honor, requiring a great deal of experience and knowledge. I could not have chosen a career that has given me more pride and sense of accomplishment. I will always do my best to pass this on to the apprentice pilots in training. Shortly before receiving my license as a Pilot of the Third Grade, I was elected by my fellow New Jersey Pilots to serve them as a Trustee of our Association. This is my chance to give back and represent those who have done so much for me. I am also currently serving on the Investigative and Financial Committee, the Harbor and Navigation Committee, and several other sub-committees. On behalf of the Pilots, I attend the New York Harbor Safety, Navigation, and Operations Committee Meetings. I have reached out to the recreational boating community by giving a safety briefing aboard the Shared Harbor Tour representing the Pilot profession.

Community and family are very important to me as well. I am a proud husband and father of two wonderful children. I have stayed active with both Cheverus High School and my alma mater, Maine Maritime Academy, through mentoring and alumni activities. I am committed to charity and the advancement of Nautical Science through my membership in the Marine Society as well as the preservation of Naval and Maritime literature and heritage, through a Companionship in the Naval Order of the United States. Most recently I have been elected an Associate Fellow of the Nautical Institute in London, for which I proudly disseminate navigation safety material to the ships under my care. I faithfully attend the First Presbyterian Church of Cranbury, New Jersey. In my spare time, I am a sportsman, avid sailor, and amateur brewer.

***Captain Ronald Scott Perry, Maritime Pilot  
New Jersey Sandy Hook Pilots Benevolent Association***

## Occurrence Investigation

Mishaps have the potential to cause widespread death and destruction, as well as substantial interruption to the region's economy. The Commission promptly investigates every accident that occurs involving a New Jersey licensed pilot or apprentice to determine causation and ascertain if pilot error contributed to the accident. When appropriate, the Commission initiates corrective actions such as requiring pilots to undergo specialized training or orders a suspension or revocation of piloting activities. The Commission is the only state or federal agency empowered to suspend or revoke a pilot's state license.

The Investigative Team, Captain Mark Clark; Captain Glenn Strathearn and Captain Tina Vanderploeg investigated and closed 24 cases in 2016. They worked closely with the Executive Director, the Coast Guard and the New York Commission to ensure that each investigation was conducted professionally and fairly.



My name is Mark Clark. I started as a Marine Investigator for the New Jersey Pilot Commission approximately three years ago.

I got off my last ship about four years ago and was asked to help out with Hurricane Sandy damage claims. After a few thousand claims I decided to retire from shipping. About a year later, I was asked to apply as an investigator for the New Jersey Maritime Pilot and Docking Pilot Commission. In the beginning we were told it would be only an occasional incident. I think I can speak for myself and the other investi-

gators in that we are only involved in the unfortunate cases where a mariner's eye, experience and perspective are required. We have learned that we are only to look at the facts of the case and to offer our insight. Captain Tina Vanderploeg and I were sent to the NTSB Training Academy in Washington DC. This was a great experience and we were very lucky to have attended as the marine class is only offered every other year and space is limited.

Following our return, we began our rotation in handling incidents in the port. This has been a very rewarding experience and a pleasant change from the usual boat damage claims and surveys.

To date, I think we have done a fair job and there have been no complaints as to our findings.

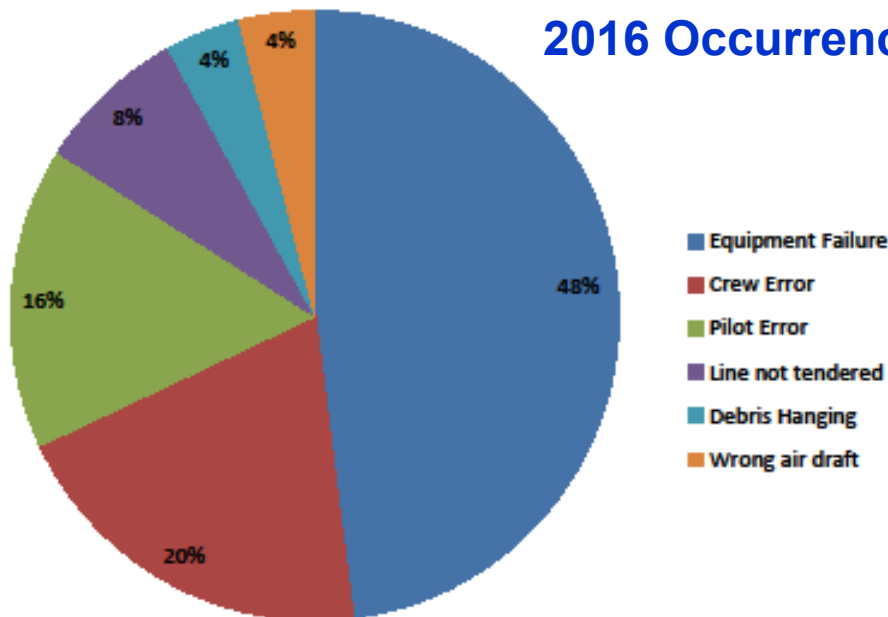
I look forward to continuing to work with the Commission and offer any assistance that is required.

Smooth seas and fair winds!

# 2016 Occurrences

Case No.	Vessel	Date	Nature of Occurrence	Cause
2016.1	Chem Norma	Jan. 6, 2016	Power Loss	Equipment Failure
2016.2	Marivia	Jan. 6, 2016	Power Loss	Equipment Failure
2016.3	Kaethe C. Rickmers	Jan. 20, 2016	Power Loss	Equipment Failure
2016.4	Hanjin Baltimore	Feb. 1, 2016	Power Loss	Equipment Failure
2016.5	Northern Grace	Feb. 2, 2016	Power Loss	Equipment Failure
2016.6	MSC Laura	Feb. 17, 2016	Allision	Crew Error
2016.7	MV Buxcliff	Feb. 19, 2016	Power Loss	Equipment Failure
2016.8	Bomer Resilient	Mar. 9, 2016	Allision w/Pier	Pilot Error
2016.9	Aghai Skepi	Mar. 11, 2016	Loss of Propulsion	Equipment Failure
2016.10	USCGC Tampa	Mar. 18, 2016	Allision	Equipment Failure
2016.11	CSCL Africa	Apr. 5, 2016	Allision Bayonne Bridet/Antenna	Crew Error
2016.12	Columbine Maersk	Apr. 5, 2016	Power Loss	Equipment Failure
2016.13	CMA CGM Rabelais	Apr. 10, 2016	Allision Bayonne Bridge/Antenna	Crew Error
2016.14	Stad Amsterdam	Apr. 9, 2016	Grounding	Pilot Error
2016.15	MSC Kim	May 19, 2015	Allision	Crew Error
2015.15	Xin Ya Zhou	May 4, 2016	Surge Damage	Lines not tendered
2016.16	Chem Norma	May 10, 2016	Power Loss	Equipment Failure
2016.17	Bomar Regent	Jul. 20, 2016	Power Loss	Equipment Failure
2016.18	High Seas	Jul. 14, 2016	Parted Lines	Lines not tendered
2016.19	Northern Jubilee	Sept. 29, 2016	Allision Bayonne Bridge/Antenna	Debris hanging from bridge
2016.20	Disney Magic	Oct. 22, 2016	Soft Grounding	Crew Error
2016.21	Stena Premium	Nov. 4, 2016	Power Loss	Equipment Failure
2016.22	Hoegh Trident	Nov. 9, 2016	Allision	Pilot Error
2016.23	Atlantic Sea	Nov. 16, 2016	Collisiion with Scow	Pilot Error
2016.24	MSC Roma	Dec. 12, 2016	Allision w/Bayonne	Wrong Air Draft

2016 Occurrences by Cause



# Maritime Pilots

The Sandy Hook Pilots Association (licensed as Maritime Pilots in New Jersey) are chartered to safely guide ships into and out of the Port of New York/New Jersey. The Sandy Hook Pilots are licensed by either the State of New Jersey or the State of New York. In 2016, there were forty active New Jersey State licensed Maritime Pilots and six Apprentices serving the port of New Jersey/New York.

In accordance with the Pilot Apprentice Program established by regulation, the Apprentice Selection Committee met and selected a slate of ten (10) candidates and five (5) alternates for the forthcoming apprentice positions. The list, which became effective on November 9, 2016, is kept on file for two years.

- Captain Mark Wanderer began his apprenticeship with the Sandy Hook Pilots Association on February 1, 2011. After successfully completing a five year training program he sat for his state licensing exam on December 7—December 11, 2015. He passed each module with high marks and was sworn in as a Deputy Maritime Pilot on January 19, 2016.
- Captain Scott Britton was appointed into the Apprentice Training Program of the Sandy Hook Pilots Association on March 22, 2016. Scott earned a Bachelors of Science Degree in Marine Transportation from the U.S. Merchant Marine Academy and began his apprenticeship with several pieces of First Class Pilotage. No stranger to state piloting, Scott is the son of retired Maritime Pilot Captain Thomas Britton.
- Captain Ryan Pakalik was appointed into the Apprentice Training Program of the Sandy Hook Pilots Association on October 3, 2011. After successful completion of his five year apprenticeship Ryan sat for his state licensing exam on September 15-September 18, 2016. He passed each module with high marks and was sworn in as a Deputy Maritime Pilot on September 20, 2016.





## Sandy Hook Pilots Association

The United New Jersey Sandy Hook Pilots Association  
Captain Richard J. Schoenlank, President

### Active Maritime Pilots

W.J. Baeszler	T.J. Ferrie	W.J. McGovern	P.G. Rooss
K.A. Basciano	T.O. Ferrie	B.J. Mercereau	R.J. Schoenlank
W.E. Blake	J.L. Flanders	G.A. Mergenthaler	G.P. Smith
D.C. Boylan, Jr.	F.L. Foley	E.A. Miller	W.A. Speiser
J.R. Britton	D.J. Graves	J.C. Oldmixon	E.F. Sweeney
R.E. Britton	W.M. Hansen	R.L. Oldmixon	N.A. Tribus
H. Cavagnaro	R.S. Ireland	R. Pakalik	M.J. Vanek
M.C. Chambers	T.J. Keating, Jr.	J.S. Paulis	M. Wanderer
D.P. Einhorn, Jr.	P.A. Klein	R.S. Perry	D.W. Walsh
L.M. Evans	A.W. McGovern	C.M. Quinn	K.J. Walsh

### Maritime Pilot Apprentices

J.P. Britton	N. Pitch	R. Flannery, III	P. Torres
S. Britton	S. Rivas		

### Retired Maritime Pilots

A.E. Braendly	R.D. Jones	D.M. Mercereau	J.L. Reneese
J.F. Britton	T.J. Keating	W.G. Metting	R.D. Seeth
T.G. Britton	R.V. Keenan	D.J. McInerney	D.T. Smith
C.W. Dahmen	G.W. Kissenberth	J. B. Monaghan	K.P. Sorenson
R.A. Deane	G.W. Kissenberth, Jr.	R.F. Pennea	K.E. Sullivan
E.J. Haggerty	G.A. Mason	T.W. Peters	F.D. Wall, III
W.C. Hansen	C.A. Massey	J.H. Peterson	T.J. Walsh
W.B. Hodgins	J.F. McCarthy	F.E. Reill	W.F. Winter

### Floating Equipment

Name of Vessel	Length	Built	Status
New York	182 ft	1972	In Service
New Jersey	146 ft	1986	In Service
Sandy Hook	65 ft	1985	In Service
America	56 ft	2000	In Service
Phantom	56 ft	2000	In Service
Wanderer	56 ft	2001	In Service
Trenton	48 ft	1983	In Service
Newark Bay	44 ft	1968	In Service
Ambrose	44 ft	1979	In Service
RHIB Rescue Craft (3)	23 ft	1986	In Service
Yankee	53 ft	2005	In Service

# Docking Pilots

Docking Pilots are highly experienced ship handlers who dock and undock ships with the use of tugboats. Docking Pilots also handle intraport movements requiring tugboat assistance. In 2016, there were 34 New Jersey State Licensed Docking Pilots and 4 Apprentices employed by three independent Docking Pilot Associations, Interport, Metro and Harbor Pilots.

The Docking Pilot Apprentice Selection Committee met in the summer of 2015 and selected a slate of four (4) candidates for future apprentice selection positions. The list, which became effective on July 17, 2015, is kept on file for 2 years was scheduled to expire on July 17, 2017. The last candidate on the current list was called into service on March 22, 2016. In July of 2016 the Docking Pilot Associations expressed a need to replenish the list. An open ad was placed in the trade publications and on the Commission's website to begin the process. The Docking Pilot Apprentice Selection Committee which consists of one Commissioner, the Executive Director and three industry representatives (one from each Association) began to receive applications in December 2016.

- On March 22, 2016, Captain Russell Henchmann was appointed a Docking Pilot Apprentice for Harbor Pilots Association. Russell graduated from Massachusetts Maritime Academy in 2005 with a Bachelor of Science Degree in Marine Transportation. Since that time he has worked for McAllister Towing where he became proficient in the operation of a single screw, twin screw and z-drive tugs.
- Captain Randall Murphy was appointed into the Docking Pilot Apprentice Training Program for Metro Pilots Association in December of 2013. After successfully completing his apprenticeship he sat for his state licensing exam on August 8-9, 2016 and passed with high marks. Captain Murphy was sworn in as a Docking Pilot on August 23, 2016. He has proven to be a welcome addition to the Metro Pilots Association.





Harbor Pilots of New York/New Jersey  
 Captain Robert Ellis, President

Active Pilots

C. Baker  
 SD. Brown  
 S.R. Davis  
 R.L. Ellis

P.J. Frank  
 M. Hershey  
 J. K. McAllister  
 W.F. O'Neill, Jr.

K. Pinto  
 J. M. Schnepf  
 C.C. Sondergard  
 J.A. Tooker  
 S. Zorovich

Retired Pilots

P. Harris

Apprentice Pilots

E. Lavin  
 R. Henchmann



Interport Pilots Association, LLC  
 Captain Louis Bettinelli, President

Active Pilots

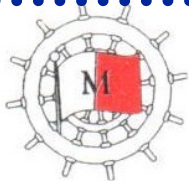
L.F. Bettinelli    D.M. Blair    C. Jonas    S.T. Richter    A. Woodworth

Inactive Pilots

J. Daub

Apprentice Pilots

A. Richardson



Metro Pilots Association, LLC  
 Captain Robert Flannery, President

Active Pilots

D.J. Brown  
 W.E. Clifford  
 F.L. Dashkoff  
 S. Esposito

T.A. Farrell  
 R. Flannery  
 K. Gadow  
 K. R. Gadow

D.E. Holmes  
 D.E. Mattson  
 J. Miller  
 R. Murphy

T. Nilsen  
 B.J. Paiva  
 R. Reilly  
 F.J. Reinbold

Inactive Pilots

W. Russell

Retired Pilots

J.D. Bates  
 J.M. Naughton  
 G.A. Stitik

Apprentice Pilots

K. Barsch

*Note: Inactive pilots are working in other ports, not under the jurisdiction of their New Jersey State license.*

# Licenses, Upgrades



**Commissioner Shisha presents Coleen Quinn with a license as a Full Branch Maritime Pilot. Captain Quinn is the second female pilot to achieve this goal.**



**Commissioner McEwing presents Harold Cavagnaro with a license as a Full Branch Maritime Pilot.**



**Commissioner Dacey presents Mark Wanderer with a license as a Deputy Maritime Pilot as his family looks on.**



**Randall Murphy displays his license as a Docking Pilot with Ms. Stuckey and Captain Robert Flannery.**

# And Accolades



**Ryan Pakalik and his family proudly display his license as a Deputy Maritime Pilot.**



**Commissioner Shisha, Commissioner Wowkanech and Commissioner Dacey with Ryan Pakalik as he receives his license as a Deputy Maritime Pilot.**



**Commissioner Dacey, Captain Richard Seeth and Commissioner Shisha poses with his family as the Commission presents him with a certificate of retirement.**



**Commissioner Dacey presents Scott Britton with a certificate of appointment as his wife looks on.**

## Commissioners



**COMMISSIONER TIMOTHY J. DACEY**, Metuchen, New Jersey. Mr. Dacey is a graduate of the United States Merchant Marine Academy at Kings Point, New York where he earned a Bachelor's of Science degree in Marine Transportation and was licensed as a Third Mate in the United States Merchant Marine. He earned a Master's of Science degree in Transportation Management from the State University of New York Maritime College at Fort Schuyler, New York, and a Master of Arts in Public Policy from New England College in New Hampshire. Mr. Dacey served on active duty with the United States Navy from 1986-1989, serving as the Damage Control Assistant and First Lieutenant onboard the USS Mars (AFS-1) homeported in Oakland, California. He remained a United States Naval Reserve Officer until 1995. He has worked for Lykes Lines, Hanjin Shipping and NYK Line in shore side positions and is currently the City Manager of Englewood, New Jersey. Mr. Dacey also served for five years as the president of the Steamship Historical Society of America, a non-profit organization that is dedicated to recording, preserving and disseminating the history of engine-powered vessels. Commissioner Dacey was appointed to the Commission in April 2003.



**COMMISSIONER BRIAN McEWING**, Cape May, New Jersey. Mr. McEwing holds a degree in political science from Rutgers University. He earned his law degree at Rutgers School of Law. He has over thirty years' experience as a professional mariner, twenty as a licensed deck officer on various vessels. He has extensive experience in maritime safety, operations and regulatory compliance. He holds USCG licenses as Master Inland Unlimited, Master Oceans 1600 tons, 2nd Mate Oceans Unlimited, and 1<sup>st</sup> Class Pilot upon the Delaware Bay.

Mr. McEwing is a partner in the law firm of Reeves McEwing, LLP. Prior to becoming partner in Reeves McEwing LLP, he was of counsel to the firm of Donna Adelsberger & Associates, P.C. in Glenside, PA. He is a Proctor member of the Maritime Law Association, treasurer and trustee of the Cape May County Bar Association, a member of the Marine Trades Association of New Jersey, Ports of Philadelphia Maritime Society, New Jersey Bar Association, and the Mariner's Advisory Committee for the Bay and River Delaware. Commissioner McEwing was appointed to the Commission in May 2013.

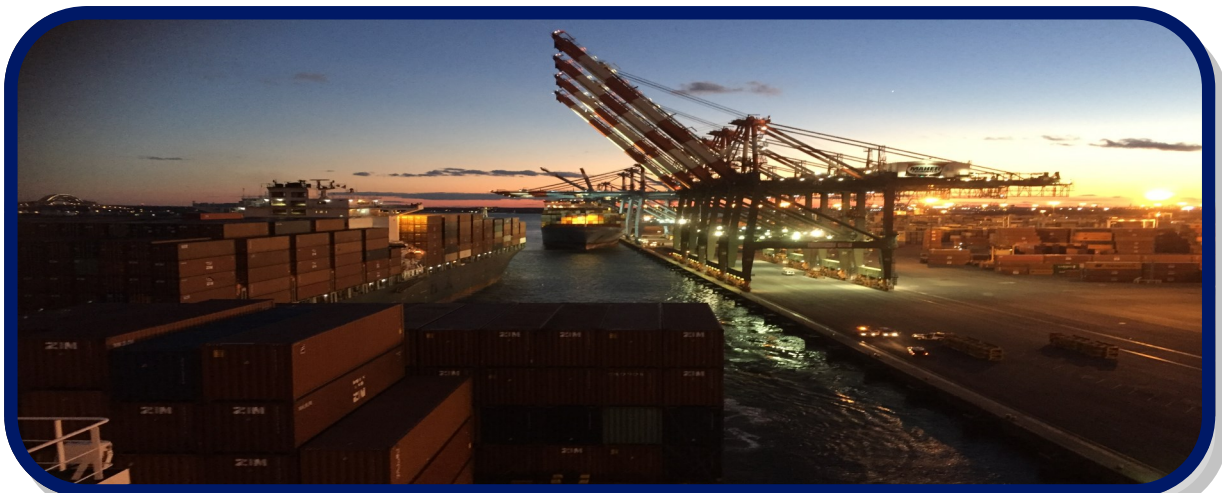


**COMMISSIONER JACOB SHISHA**, Teaneck, New Jersey. Mr. Shisha graduated the State University of New York Maritime College at Fort Schuyler, New York with a Bachelor's of Science in math/computers and an United States Coast Guard Third Mate's license. He sailed as a deck officer on oil tankers for Tanker Management, Inc. then enrolled in Tulane University School of Law. He has been practicing admiralty law since 1985 and is currently a partner at Tabak, Mellusi & Shisha, LLP. He serves on the board of Seafarers and International House. Commissioner Shisha was appointed to the Commission in December 2014

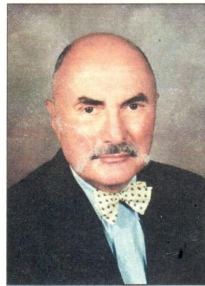


**COMMISSIONER CHARLES WOWKANECH**, Ocean City, New Jersey. Mr. Wowkanech has been a leader in the labor movement in New Jersey for more than twenty-five years. He is a former business agent for the Local 68 of the International Union of Operating Engineers (IUOE). Commissioner Wowkanech joined the staff of the New Jersey State AFL-CIO in 1990 serving in various positions leading to his election as President in 1997. Under Mr. Wowkanech's leadership the New Jersey State AFL-CIO has grown to represent over one million members and nearly 1,000 affiliated unions. In addition to his service to the New Jersey Maritime Pilot & Docking Pilot Commission, Mr. Wowkanech also serves on the New Jersey State Employment and

Training Commission (SETC), the Rutgers University School of Management and Labor Relations' State Advisory Council, the New Jersey State Council for Adult Literacy Education Services, the New Jersey Character Education Commission, the Governor's Commission to Support and Enhance New Jersey Military and Coast Guard installations and the Dredging Projects Facilitation Task Force. He is also a licensed U.S. Coast Guard Captain. Commissioner Wowkanech was appointed to the Commission in June 2002.



# *Crossing the Bar. . .*

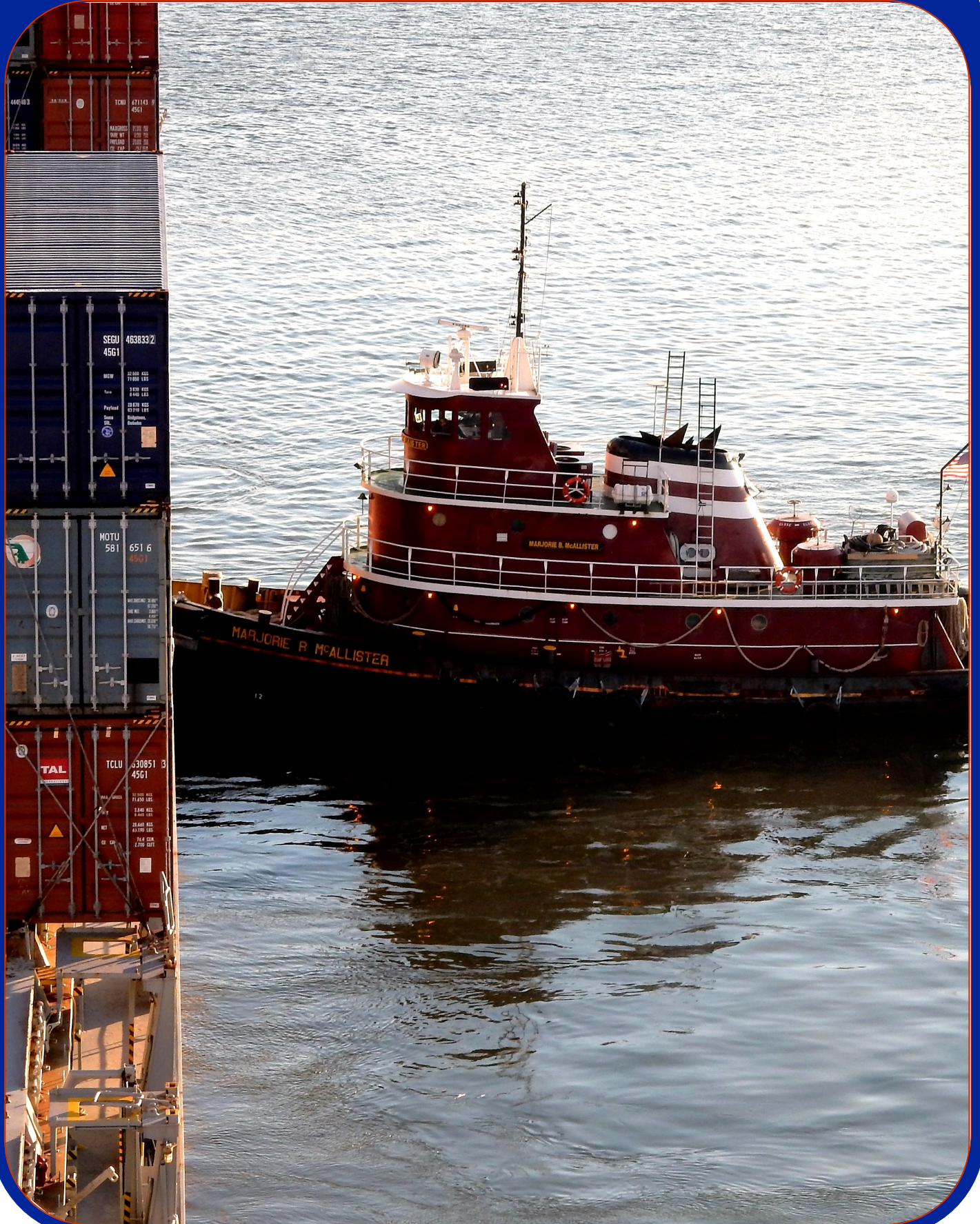


In Loving Memory  
*Richard L.  
Amster*

August 8, 1922  
to  
April 10, 2016

**Sunset and evening star, And one clear call for me,  
And may there be no moaning of the bar, when I put out to sea,  
But such a tide as moving seems asleep too full for sound and foam,  
When that which drew from out the boundless deep turns again home.  
Twilight and evening bell, And after that the dark!  
And may there be no sadness of farewell, when I embark:  
For those' from our bourne of time and place the flood may bear me far,  
I hope to see my pilot face to face when I have crossed the bar.**

**Alfred Lord Tennyson**



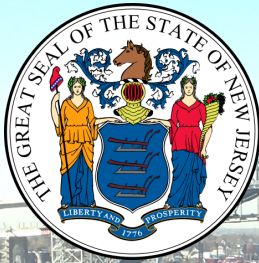




## 2016 ANNUAL REPORT

The New Jersey Maritime Pilot and Docking Pilot Commission  
One Penn Plaza East, 9th Floor  
Newark, NJ 07105

Phone: 973-491-7693  
Fax: 973-491-4352



### Fast Facts:

In 2016 the New Jersey Maritime Pilot and Docking Pilot Commission:

- ⇒ Licensed 3 new pilots.
- ⇒ Appointed 2 new apprentices.
- ⇒ Held a total of 11 meetings and special meetings.
- ⇒ Collected \$458,171.29 in pilotage revenue.
- ⇒ Investigated a total of 24 incidents.
- ⇒ Mandated disciplinary actions against 4 pilots.

Website: [www.state.nj.us/transportation/maritimepilot/](http://www.state.nj.us/transportation/maritimepilot/)

### Certification Pursuant to Executive Order No. 37

The New Jersey Maritime Pilot and Docking Pilot Commission's 2016 Annual Report serves as the comprehensive annual report of the Commission's operations and finances called for by Executive Order No. 37.

Pursuant to Executive Order No. 37, I, Andre M. Stuckey, certify that during 2016, the Authority has, to the best of my knowledge, followed all of the Commission's standards, procedures and internal controls.

*Andre M. Stuckey*  
*Executive Director*