

**Minutes of the Regular Meeting of The
New Jersey Maritime Pilot and Docking Pilot Commission
December 17, 2024**

A hybrid meeting of the New Jersey Maritime Pilot and Docking Pilot Commission was held on Tuesday, December 17, 2024.

Commissioner Dacey called the meeting to order at 10:04am

Open Public Meeting Statement

Ms. Stuckey read the Open Public Meetings Act Statement into the record.

Roll Call

Commissioner Timothy J. Dacey (via ZOOM); Commissioner Nicholas Fixmer (via ZOOM); Commissioner Bjoern Kils (via ZOOM); Commissioner Dana Martinotti (via ZOOM); Commissioner Brendan Roberts (via ZOOM); Commissioner Charles Wowkanech (via ZOOM).

Also included in the meeting were: Andre Stuckey, Executive Director, (present); Jessica O'Connor, Associate Counsel, Authorities Unit (via ZOOM) Captain Jon Miller, President, Metro Pilots Association (via ZOOM); Captain Kirk Pinto, President, Harbor Pilots Association (via ZOOM); Captain Adam Richardson, President, Interport Pilots Association (present).

The following Pilots and Apprentices were in attendance via ZOOM for their annual reviews: Captain Douglas Mattson; Captain William Blake, Captain Coleen Quinn, Captain Fred Dashkoff and Captain Adam Graves.

Approval of the November 19, 2024, Meeting Minutes

A motion was made by Commissioner Kils; seconded by Commissioner Martinotti to approve the November 19, 2024, meeting minutes.

The motion passed unanimously.

Resolution #24-36 to Approve the December 2024, Treasurers
Report

A motion was made by Commissioner Roberts; seconded by Commissioner Wowkanech to pass Resolution #24-36 to approve the December 2024 Treasurers Report.

The motion passed unanimously.

Executive Directors Report

Ms. Stuckey welcomed Jessica O'Connor from the Authorities Unit to the meeting. Ms. O'Connor was filling in for Mr. Dorian Smith.

Ms. Stuckey announced that there will be no one to report on behalf of the Sandy Hook Pilots Association. The wife of New York Pilot, Rob Dobrowski passed away and the members of the Executive Committee are attending her services. Captain Ferrie asked Ms. Stuckey to report to the Commission on his behalf.

Ms. Stuckey informed the Commission that staff is on track to move to the new location on December 20, 2024. She contacted the State Archives and was given permission to shred any files that were older than 2017 and personnel files that were older than 1 year. This has proved to be helpful with less items to pack and move. She decided to keep all financial and audit records dating back 10 years.

Ms. Stuckey informed the Commission that she sent an email to the pilots and apprentices to solicit their aid in documenting incidents that involved any recreational vessels blocking the commercial channel. Although she has not received any reports, the pilots provided feedback on the request. They informed her that these types of incidents are not prevalent in the winter months, however they will pick up beginning late March. She will continue to stay on top of the issue. She informed Captain Andrechik that the Commission is looking to compile this information and hopefully get other agencies to help in coming up with a solution. He stated his pleasure at hearing the information and pledged to aid the Commission in any way he can.

Ms. Stuckey informed the Commission of an incident over the weekend in which a vessel allided with a crane that was in the down position. The Master of the vessel called the terminal to request that the crane be raised as they approached the berth, however, they did not comply. Ms. Stuckey has forwarded the information to one of the investigators for a full report on the incident. She plans to use the incident report to write a

letter to the terminal reminding them of their obligation to provide a safe berth for the pilots when docking vessels.

Ms. Stuckey provided the Commission with copies of the most recent ladder deficiency reports.

Ms. Stuckey informed the Commission that Kris Kolluri has been named the new CEO of New Jersey Transit. Mr. Kolluri is leaving his role with Amtrak where Ms. Stuckey worked with him on the tunnel project. She believes he will be a good fit for New Jersey Transit.

Ms. Stuckey attended the November 24, 2024, Harbor Ops meetings. Captain Andrechik announced that the Coast Guard hired a new Director of Vessel Traffic Service. His name is Matt Storace, and he is a retired Chief Warrant Officer.

Ms. Stuckey attended the New York Commissions annual meeting. Captain Andrechik reiterated his intent to work closely with both Commissions. Bethanne Rooney gave an update on the potential of a January 2025 Port Strike. The new Executive Director for the New York Commission, Kyle Weiss was introduced. He will officially begin on January 2, 2025. Ms. Stuckey is scheduled to meet with Mr. Weiss and Mr. Garger on January 16th. Mr. Garger will stay on board with the Commission until January 30th to ensure Mr. Weiss is briefed properly before he leaves.

Ms. Stuckey reminded the Commissioners that she distributed a copy of the annual gift giving guidelines and inquired whether there were any questions regarding the document.

Ms. Stuckey reported that from now until the end of the year she will work ½ days, so she does not forfeit all her earned leave time.

Ms. Stuckey informed the Commission that she will attend McAllister Towing's 160th Anniversary Celebration this afternoon. She also informed the Commission of an Ice Cutter Briefing that will be given via ZOOM. She will be busy with packing the office and asked if any Commissioner would be available to participate in the briefing. Commissioner Dacey stated that he will cover the briefing. Ms. Stuckey also advised that the Maritime Association has published a date for their annual Hall of Fame Awards dinner. It will be on May 25, 2025. Ms. Stuckey will poll the Commissioners as the date gets closer to see who will attend the event.

Ms. Stuckey sent the Commissioners articles of interest that she encouraged them to read at their leisure.

Committee Reports

A. Occurrence Investigation Committee:

1. Julianna - October 27, 2024. Based on the investigation report, Ms. Stuckey recommended that the file be closed, and no fault found on the part of the Pilot. It was also recommended that copies of the report be sent to the vessel agent, owner and Coast Guard.

A motion was made by Commissioner Roberts; seconded by Commissioner Wowkanech to accept the recommendations.

The motion passed unanimously.

2. Maersk Singapore - November 12, 2024. Based on the investigation report, Ms. Stuckey recommended that the file be closed, and no fault found on the part of the Pilots. It was also recommended that copies of the report be sent to the vessel agent, owner and Coast Guard.

A motion was made by Commissioner Wowkanech; seconded by Commissioner Martinotti to accept the recommendations.

The motion passed unanimously.

3. Zen Hua - November 13, 2024. Based on the investigators report Ms. Stuckey recommended that the file be closed and no fault found on the part of the Pilots. It was also recommended that copies of the report be sent to the vessel agent, owner and the Coast Guard.

A motion was made by Commissioner Roberts; seconded by Commissioner Wowkanech to accept the recommendations.

The motion passed unanimously.

Public Comment

Ms. Stuckey gave the following report on behalf of Captain Timothy Ferrie, President, New Jersey Sandy Hook Pilots Association:

Captain Ferrie reported that all is well within the Sandy Hook Pilots Association. They are anxiously waiting to see if there will be another strike in January. Captain Ferrie wished everyone a Merry Christmas and a Happy New Year.

Report from Captain Kirk Pinto, President, Harbor Pilots Association:

Captain Pinto reported that all is well within the Harbor Pilots Association. He stated they are looking to take on a new apprentice soon. Captain Pinto wished everyone a wonderful holiday season.

Report from Captain Jon Miller, President, Metro Pilots Association:

Captain Miller thanked Ms. Stuckey for reporting on the issue with the crane in the down position. He stated that he had nothing further to report. Captain Miller wished everyone a Merry Christmas and a Happy New Year.

Report from Captain Adam Richardson, President, Interport Pilots Association:

Captain Richardson reported that everything is well at Interport Pilots Association and wished everyone a Merry Christmas.

Video Presentation of the Commissions New Office Space

Ms. Stuckey showed the Commissioners a video showing the layout of their new office space.

Resolution #24-37 to Approve the Docking Pilot Apprentice Selection List

A motion was made by Commissioner Wowkanech; seconded by Commissioner Fixmer to approve the Docking Pilot Apprentice Selection List.

Ms. Stuckey informed the Commission that she sent them a memo outlining the Committees recommendations. She stated that

the interviews went well, and the Committee believes that they have a strong group of applicants.

Captain Miller expressed his agreement with Ms. Stuckey's comments.

The motion passed unanimously.

Commissioner Dacey thanked Ms. Stuckey and the pilots on their work in putting the list together.

Executive Session

Commissioner Dacey reported that the Commission will enter Executive Session for the annual review of Pilots and Personnel Discussions. Upon its return to Public Session the Commission will not take any action.

Ms. Stuckey read the following statement into the record:

Whereas, the Open Public Meetings Act provides that a public body such as the New Jersey Maritime Pilot and Docking Pilot Commission may meet in closed session to discuss legal and personnel matters, and

Whereas, the Commission desires to meet in closed session to discuss such matters.

Now therefore, be it resolved that the Commission shall at this time meet in closed session to discuss such matters, the substance of the closed session would be disclosed publicly only if it would not warrant an invasion of privacy or constitute a breach of the attorney client privilege.

A motion was made by Commissioner Wowkanech; seconded by Commissioner Fixmer that the Commission enter Executive Session.

The motion passed unanimously.

The Commission entered Executive Session at 10:27am.

Return to Public Session

A motion was made by Commissioner Wowkanech; seconded by Commissioner Martinotti that the Commission return to Public Session.

The motion passed unanimously.

The Commission returned to public session at 10:50am.

Adjournment

A motion was made by Commissioner Wowkanech; seconded by Commissioner Kils that the Meeting be adjourned.

The motion passed unanimously.

The meeting was adjourned at 10:51am.

RESOLUTION TO APPROVE THE MONTHLY TREASURERS REPORT

WHEREAS, Pursuant to N.J.S.A. 12:8-4 pilotage revenue received by the Commission shall be used to compensate the Commissioners, their expenses, rent, utilities, supplies, employee salaries, benefits and any miscellaneous expenses that may be incurred, and

WHEREAS, at the direction of the Treasurer, staff prepares a monthly report listing all expenses incurred by the Commission, and

WHEREAS, the Treasurer has reviewed the monthly report and recommends that the Commission approve the report for the month of December 2024.

NOW THEREFORE BE IT RESOLVED BY the New Jersey Maritime Pilot and Docking Pilot Commission that the Treasurers report for the month of December 2024 is hereby approved and staff is directed to make the necessary payments to its creditors.

The New Jersey Maritime Pilot & Docking Pilot Commission

One Penn Plaza East * 9th Floor * Newark, NJ 07105

Treasurers Report December 2024

E.D. Travel & Expense

12/9 –Newark; 12/10 – Manhattan; 12/14 – Port Newark \$14.97

Miscellaneous Expenses:

N.J. Transit (December rent) \$2,588.00

T-Mobile (phone & tablets) \$130.79

Document Solutions (copy machine) \$87.14

Document Solutions (copy count) \$48.01

Bank of America purchasing card (Mtg; Marine Traffic Program, Logistics Fundraiser) \$1,052.69

Bank of America travel card (parking; car service) \$395.20

Sandy Hook Marine Consultants (M/V Zen Hua 23 investigation) \$550.00

Mobile Maritime Training, LLC (Maersk Singapore investigation) \$500.00

Mobile Maritime Training, LLC (M/V Julianna investigation) \$800.00

Grand Total \$ 6,166.80

Pilot Activity October 2024

Vessels Piloted inbound: 168 Vessels Piloted outbound: 174

Maritime Pilot Fees to date: \$435,255.26

Docking Pilot Fees to date: \$9,850.88

Certified to have been checked, and believed to be accurate:

Charles Wowkanek, Treasurer

New Jersey Maritime Pilot and Docking Pilot Commission

12/6/2024 10:25 AM

Register: Checking Account

From 12/01/2024 through 12/30/2024

Sorted by: Date, Type, Number/Ref

Date	Number	Payee	Account	Memo	Payment C	Deposit	Balance
12/05/2024	3431	Andre M. Stuckey	Travel	travel reimburs...	14.97		121,828.93
12/05/2024	3432	New Jersey Transit	Rent Expense	rent	2,588.00		119,240.93
12/05/2024	3433	TMobile	Telephone Expense	telephone	130.79		119,110.14
12/05/2024	3434	Document Solutions	Office Fixture/Equipm...	copier	87.14		119,023.00
12/05/2024	3435	Document Solutions	Office Fixture/Equipm...	copy count	48.01		118,974.99
12/05/2024	3436	Bank of America	-split-	various	1,052.69		117,922.30
12/05/2024	3437	Bank of America	-split-	various	395.20		117,527.10
12/05/2024	3438	Sandy Hook Marine ...	Occurrence Investigation	Zen Hua 23 inv...	550.00		116,977.10
12/05/2024	3439	Mobile Maritime Tra...	Occurrence Investigation	M/V Julianna I...	800.00		116,177.10
12/05/2024	3440	Mobile Maritime Tra...	Occurrence Investigation	Maersk Singap...	500.00		115,677.10

Operating Budget FY 2025
New Jersey Maritime Pilot and Docking Pilot Commission
July 1 2025 - June 30, 2026

EXPENSES

Line Item	FY25 Approved	FY 25 YTD	Net Difference
Rent	\$ 40,000.00	\$ 15,528.00	\$ 24,472.00
Postage	\$ 250.00	\$ -	\$ 250.00
Supplies	\$ 3,000.00	\$ 451.10	\$ 2,548.90
Printing	\$ 1,500.00	\$ -	\$ 1,500.00
Meetings	\$ 3,000.00	\$ 474.49	\$ 2,525.51
Telephone	\$ 1,700.00	\$ 523.20	\$ 1,176.80
Newspaper/Magazine Announcements	\$ 3,000.00	\$ 2,103.75	\$ 896.25
Office Fixtures/Equipment	\$ 3,500.00	\$ 899.55	\$ 2,600.45
Awards/Plaques/Certificates	\$ 250.00	\$ -	\$ 250.00
Audit Fees	\$ 5,500.00	\$ 7,000.00	\$ (1,500.00)
Id/Badges/Wallets	\$ 500.00	\$ 145.00	\$ 355.00
Subscriptions	\$ 1,000.00	\$ 470.37	\$ 529.63
Annual Memberships	\$ 3,000.00	\$ -	\$ 3,000.00
Travel	\$ 2,500.00	\$ 1,152.14	\$ 1,347.86
Conference/Seminar/Special Events	\$ 4,500.00	\$ 1,025.00	\$ 3,475.00
Occurrence Investigation	\$ 8,000.00	\$ 4,678.00	\$ 3,322.00
Continuing Education	\$ 2,500.00	\$ -	\$ 2,500.00
Annual Parking	\$ 5,000.00	\$ 1,902.00	\$ 3,098.00
Incidental Expenses	\$ 2,000.00	\$ 315.00	\$ 1,685.00
Office of Administrative Law	\$ 6,000.00	\$ -	\$ 6,000.00
Pilot Training	\$ 10,000.00	\$ -	\$ 10,000.00
Staff Salaries	\$ 210,000.00	\$ 93,753.05	\$ 116,246.95
Fringe Benefits	\$ 125,000.00	\$ 34,404.20	\$ 90,595.80
Commissioner Salaries	\$ 168,000.00	\$ 98,000.00	\$ 70,000.00
Legislative Cruise	\$ 5,000.00	\$ -	\$ 5,000.00
Relocation Expenses	\$ 40,000.00	\$ -	\$ -
TOTAL EXPENSES	\$ 654,700.00	\$ 262,824.85	\$ 654,700.00

INCOME

Line Item			
Sandy Hook Fees	\$ 650,000.00	\$ 435,255.26	\$ (214,744.74)
Docking Pilot Fees	\$ 8,000.00	\$ 9,850.88	\$ 1,850.88
Miscellaneous Income	\$ -	\$ -	\$ 133.37
Prior Year Surplus*	\$ 150,000.00	\$ 44,546.16	\$ 44,546.16
Release of Funds in Reserve	-	-	\$ -
TOTAL INCOME	\$ 808,000.00	\$ 489,652.30	\$ (318,347.70)



The New Jersey Maritime Pilot & Docking Pilot Commission

One Penn Plaza East * 9th Floor * Newark, NJ
07105

Tele: (973) 491-7693 * Fax: (973) 491-4352

Email: astuckey@njtransit.com

MARINE OCCURRENCE REVIEW

DATE OF INCIDENT	November 12, 2024	DATE OF REPORT	November 27, 2024
CASE #	2024.13	TYPE	Power Loss
VESSEL #1	Maersk Singapore	VESSEL #2	N/A
TUG #1	N/A	TUG #2	N/A
COMPANY	BLUE STAR REEDEREI- HAMBURG, GERMANY	COMPANY	
IMO No.	9308649	IMO No.	
FLAG	Singapore	FLAG	
TYPE	Container	TYPE	
CLASS	GERMANISCHER LLOYD	CLASS	
LENGTH	1099 FT	LENGTH	
BREADTH	141.6 FT	BREADTH	
GROSS	93511 T	GROSS	
AVG DRAFT	Unknown	MAX DRAFT	
YEAR BUILT	2007	YEAR BUILT	
ENGINE	Diesel	ENGINE	
RUNNING GEAR	Single screw, RH fixed	RUNNING GEAR	
BOW THRUSTER	Yes	BOW THRUSTER	
STERN THRUSTER	No	STERN THRUSTER	
BALLAST/LOADED	Partial	BALLAST/LOADED	
PILOT #1	Kirk Pinto (Harbor Pilots NY/NJ)	TUG #1	
PILOT #2	Thomas Walsh (Sandy Hook)	TUG #2	
PILOT #3	N/A	TUG #3	
CAPTAIN	Unknown	CAPTAIN	
OOW/MATE	Unknown	OOW/MATE	
FORWARD DRAFT	42'-00" FT		
AFT DRAFT	42'-00" FT		
MEAN DRAFT	42'-00" FT		
AIR DRAFT	161'-09" FT		

STATUS REPORT

WEATHER: Clear

VISIBILITY: 10-12 NM

WIND: NW @ 15-20 Knots, Gusting: 20 Knots

TIDE: 5 hours after HW at the Battery

CURRENT: Ebb @ 205 degrees, 1-2 knots

NJ Maritime Pilot and Docking Pilot Commission

Case: 2024.13 Maersk Singapore

Date: November 12, 2024

INCIDENT SUMMARY:

The Maersk Singapore was getting underway from Berth 84 Port Elizabeth and headed to sea via Newark Bay. Harbor Pilot Kirk Pinto and Sandy Hook Pilot Thomas Walsh boarded the vessel at 2130 at Berth 84. Pilot Kirk Pinto assumed the conn at 2200 at the berth. While turning the vessel off the berth in Newark Bay, the ship's engine room called and ordered the bridge to stop using the engines while dead slow astern. The engineer informed the Captain that the engine would have to be shut down. The vessel was turned and returned to the berth to investigate the reason for the failure, as the cause was unclear. No further incident occurred.

ACCIDENT DESCRIPTION:

No damage or injuries were reported. No discharge occurred. After the Maersk Singapore experienced a failure of main engine power, the vessel was safely docked at Berth 84 Port Elizabeth.

DAMAGE APPRAISAL: No damage reported.

Capt. Pinto's Work/ Rest Periods:

Hour	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12
11/11	Rest	Work	Work	Work	Work	Work	Rest	Rest	Rest	Rest	Rest	Rest
Hour	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24
11/11	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest
Hour	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12
11/12	Rest	Work	Work	Work	Work	Work	Work	Rest	Rest	Rest	Rest	Rest
Hour	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24
11/12	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Work	Work	Work	Work	Work
Hour	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12
Hour	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24

Note: Above work hours include travel to and from the vessels.

CONCLUSION:

Facts:

- The Maersk Singapore was getting underway from Berth 84 Port Elizabeth and headed to sea via Newark Bay.
- While turning the vessel off the berth in Newark Bay, the ship's engine room called and ordered the bridge to stop using the engines. The engines had to be shut down.
- The vessel was turned and returned to the berth to investigate the reason for the failure, as the cause was unclear.
- No further incident occurred.
- No damage, injury, or discharge occurred.

Conclusions:

- Correct reporting procedures were performed during this incident.
- After the Maersk Singapore experienced a failure of main engine power, the vessel was safely docked at Berth 84 Port Elizabeth.

RECOMMENDATIONS:

If I may be of any additional service in this matter, please advise.

Respectfully submitted,



Capt. Tina M. Vanderploeg, Marine Investigator #901
N.J. Maritime Pilot & Docking Pilot Commission



ATTACHMENTS

No attachments

Appendix

Interview: None Conducted

Internet:

<https://www.marinetraffic.com>

<https://www.vesselfinder.com>

<https://www.balticshipping.com>



The New Jersey Maritime Pilot & Docking Pilot Commission

One Penn Plaza East * 9th Floor * Newark, NJ 07105
 Tele: (973) 491-7693 * Fax: (973) 491-4352
 Email: astuckey@njtransit.com

MARINE OCCURRENCE REVIEW

DATE of INCIDENT	November 14, 2024 (1115)	DATE OF REPORT	November 19, 2024
CASE #	2024.14	TYPE	Power Loss
VESSEL #1	Zhen Hua 23	VESSEL #2	
TUG		TUG	
COMPANY	Unknown	COMPANY:	
IMO No.	8414738	OFFICIAL No.	
FLAG	Hong Kong	FLAG	
TYPE	Heavy Lift	TYPE	
CLASS	ABS	CLASS	
LENGTH	243.8M	LENGTH	
BREADTH	40.0M	BREADTH	
DWT	48411	GROSS	37879
MAX DRAFT	11.7m	DEPTH	
YEAR BUILT	1986	YEAR BUILT	
ENGINE	Single Diesel	ENGINE	
RUNNING GEAR	Fixed R.H	RUDDER	
BOW THRUSTER	N/A	BOW THRUSTER	
STERN THRUSTER		STERN THRUSTER	
BALLAST/LOADED	Partial		
PILOT #1	Brain Paiva, Metro Pilots	PILOT #1	
PILOT #2	Randall Murphy, Metro Pilots	PILOT #2	
PILOT #3	Joeseeph Paulis, Sandy Hook	CAPTAIN	
CAPTAIN		OOW/MATE	
FORWARD DRAFT	11.7m		
AFT DRAFT	11.7m		
MEAN DRAFT	11.7m		
AIR DRAFT	66.01m		

STATUS REPORT

WEATHER: Wind: North@ 5.25 Knots, Gusting: 6.61 Knots, Clear Visibility

TIDE/CURRENT: Ebb (Approximately) 0.47 Feet above MLLW at Constable Hook at 1245 LMT

Current: Near Max at 0921LMT (Ebb/Flood)

Tidal Currents: Elizabethport

Slack Water	Max. Current		Slack Water	Max. Current		Slack Water	Max. Current		Slack Water	Max. Current		Slack Water
	Time	Knots		Time	Knots		Time	Knots		Time	Knots	
11/14	0249	1.84	0638	0921	-1.3	1302						

INCIDENT SUMMARY:

The M/V Zhen Hua 23 did suffer a power loss while inbound to Port Elizabeth.

INCIDENT DESCRIPTION:

In Capt. Paiva's written report he states that the vessel was inbound from Gravesend Bay to Elizabethport. Off Constable Hook, he was told by the Captain of the vessel that he would no longer have use of the main engine.

He then had the tugs tow the vessel astern to Stapleton Anchorage. The vessel was safely anchored and was awaiting repairs and USCG when Capt Paiva departed.

These statements were confirmed by Randal Murphy, Metro Pilots and Capt. Joeseph Paulis, Sandy Hook Pilots.

Work/ Rest Periods (Brian Paiva)

Hour	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24
11/13	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest
Hour	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12
11/14	Rest	Rest	Rest	Work	Work	Work	Rest	Rest	Rest	Work	Work	Work

Note: Above times include travel to and from the vessels.

DAMAGE APPRAISAL:

NONE REPORTED

CONCLUSION:

Facts:

- The Zhen Hua 23 did suffer a Power Loss off Constable Hook while transiting Kill Van Kull.

Conclusions:

- Cause of the power loss has yet to be determined.

RECOMMENDATIONS:

- None at this time pending further information.
- Root cause of the casualty should be reported and investigated further by Class Society (ABS)

If I may be of any additional service in this matter, please advise.




Respectfully submitted,

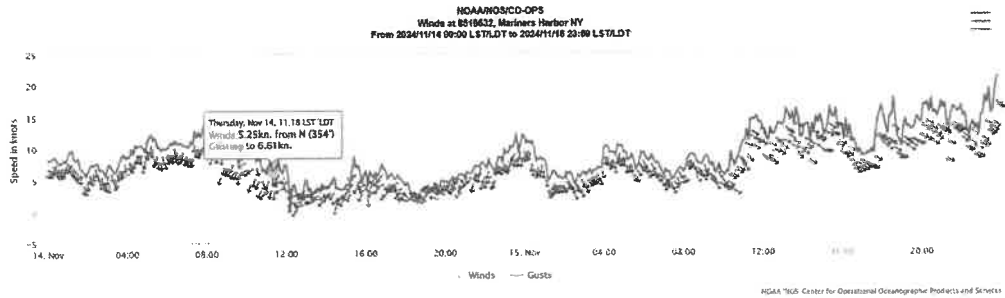
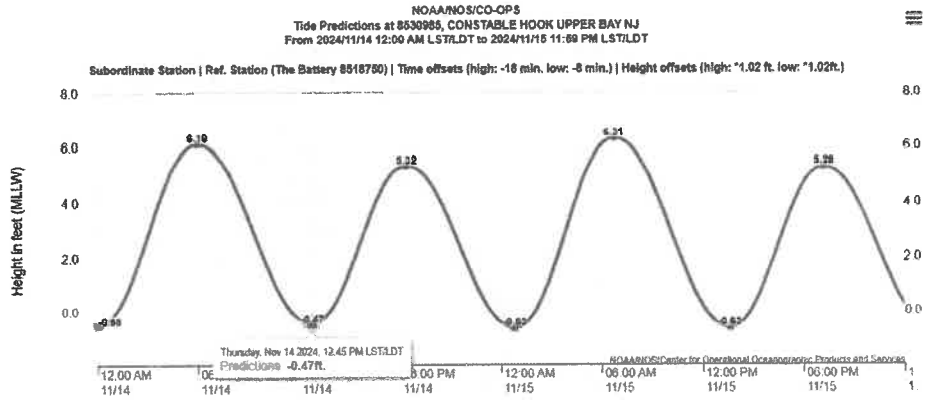


Capt. Mark T. Clark, Marine Investigator #903
N.J. Maritime Pilot & Docking Pilot Commission



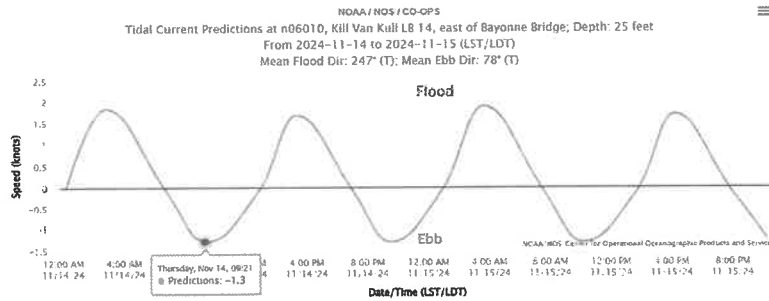
VESSEL INFORMATION

Name	ZHEN HUA 23
Former names <small>(up to year)</small>	Zhen Hua23 (2018), Rich Duchess (2007)
Ship type, detailed	Heavy Load Carrier
Ship type, AIS	Cargo
Service Status	Active, Commissioned
Flag	 Hong Kong
Home Port	
IMO	8414738
MMSI	477007300
Call Sign	VRDA8
Built	1986
Age	38 years
Builder	
Gross Tonnage	37879
Summer DWT	48412
Length	243 m / 797 ft
Beam	40 m / 131 ft



Time (LST/LDT) Event Speed (knots)

Time (LST/LDT)	Event	Speed (knots)
2024-11-14 12:13 AM	slack	-
2024-11-14 2:49 AM	flood	1.84
2024-11-14 6:38 AM	slack	-
2024-11-14 9:21 AM	ebb	-1.3
2024-11-14 1:02 PM	slack	-
2024-11-14 3:22 PM	flood	1.68
2024-11-14 6:55 PM	slack	-
2024-11-14 9:30 PM	ebb	-1.31
2024-11-15 1:04 AM	slack	-
2024-11-15 3:41 AM	flood	1.89
2024-11-15 7:27 AM	slack	-
2024-11-15 10:11 AM	ebb	-1.32
2024-11-15 1:56 PM	slack	-
2024-11-15 4:15 PM	flood	1.7
2024-11-15 7:46 PM	slack	-
2024-11-15 10:19 PM	ebb	-1.26



NJ Maritime Pilot and Docking Pilot Commission

Case: 2024.14 M/V Zhen Hua 23

Date: November 19, 2024

Appendix

Interview: None Conducted

Internet:

<http://www.marinetraffic.com>

<http://maritime-connector.com>

<http://www.shipspotting.com>

NOAA Tides and Currents (<http://tidesandcurrents.noaa.gov>)

NOAA Fisheries-Vessel Documentation (<http://www.st.nmfs.noaa.gov>)

NOAA Chart 12327, 12333 & 12324 (<http://www.charts.noaa.gov>)



The New Jersey Maritime Pilot & Docking Pilot Commission

One Penn Plaza East * 9th Floor * Newark, NJ
07105

Tele: (973) 491-7693 * Fax: (973) 491-4352

Email: astuckey@njtransit.com

MARINE OCCURRENCE REVIEW

DATE OF INCIDENT	October 27, 2024 (1750 LMT)	DATE OF REPORT	November 10, 2024
CASE #	2024.11	TYPE	Power Loss
VESSEL #1	MV Juliana	VESSEL #2	N/A
TUG #1	Jonathan C. Moran	TUG #2	James D. Moran
COMPANY	Dohle Schiffahrt - HAMBURG, GERMANY	COMPANY	
IMO No.	9477294	IMO No.	
FLAG	Portugal	FLAG	
TYPE	Container	TYPE	
CLASS	GERMANISCHER LLOYD	CLASS	
LENGTH	161.24 M	LENGTH	
BREADTH	25.04 M	BREADTH	
GROSS	16137 T	GROSS	
AVG DRAFT	Unknown	MAX DRAFT	
YEAR BUILT	2009	YEAR BUILT	
ENGINE	Diesel	ENGINE	
RUNNING GEAR	Single screw, RH fixed	RUNNING GEAR	
BOW THRUSTER	Yes	BOW THRUSTER	
STERN THRUSTER	No	STERN THRUSTER	
BALLAST/LOADED	Unknown	BALLAST/LOADED	
PILOT #1	Kevin Metkiff (Metro Pilot)	TUG #1	
PILOT #2	Paul Torres III (Sandy Hook)	TUG #2	
PILOT #3	N/A	TUG #3	
CAPTAIN	Unknown	CAPTAIN	
OOW/MATE	Unknown	OOW/MATE	
FORWARD DRAFT	7.70 M		
AFT DRAFT	7.80 M		
MEAN DRAFT	7.75 M		
AIR DRAFT	40.34 M		

STATUS REPORT

WEATHER: Clear

VISIBILITY: Clear

WIND: SW @ 5 Knots, Gusting: 10 Knots

TIDE: 6 mins after HW at the Battery

CURRENT: Flooding

INCIDENT SUMMARY:

The MV Juliana was inbound from the sea buoy at Ambrose Pilot Station to berth 1 & 2 at Red Hook Container Terminal. Sandy Hook Pilot Paul Torres III boarded the vessel at 1600 at the Ambrose Pilot Station and assumed the conn at 1605 at the sea buoy. Metro Pilot Kevin Metkiff later boarded the vessel at 1724 off buoy 28 and assumed the conn at 1730 north of buoy 28. On final approach to the berth, while in Buttermilk Channel approaching Atlantic Basin, Pilot Metkiff attempted to use the bow thruster and the Captain stated that it was not operational. He then made the tug James fast on the port quarter. Tug Jonathan was already made fast on the port bow. Once the second tug was made fast, Pilot Metkiff ordered the main engine dead slow astern at approximately 1750. The engine did not respond. A second attempt was made to no avail. Pilot Metkiff continued docking the vessel without the engine. The bow thruster regained operation when the vessel was approximately 50 feet off the berth. It was used without further issue. Once the vessel was safely docked and made fast, the engine was tested ahead and astern. It appeared to be operational. No cause for the main engine loss was revealed. No further incident occurred.

ACCIDENT DESCRIPTION:

No damage or injuries were reported. No discharge occurred. After the MV Juliana experienced a loss of main engine power, the vessel was safely docked at Red Hook Container Terminal without use of the engine.

DAMAGE APPRAISAL: No damage reported.

Capt. Metkiff's Work/ Rest Periods:

Hour	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12
10/25												
Hour	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24
10/25	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest
Hour	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12
10/26	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest
Hour	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24
10/26	Rest	Rest	Rest	Rest	Rest	Work	Work	Work	Rest	Rest	Rest	Rest
Hour	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12
10/27	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest
Hour	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24
10/27	Rest	Rest	Rest	Rest	Work	Work	Work	Work	Work	Work	W/R	Rest

Note: Above work hours include travel to and from the vessels.

Capt. Torres's Work/ Rest Periods:

Hour	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12
10/25	Work	Work	Work	Work	Rest	Rest	Rest	Work	Work	Work	Work	Work
Hour	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24
10/25	Work	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest
Hour	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12
10/26	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest
Hour	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24
10/26	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest	Rest
Hour	00/01	01/02	02/03	03/04	04/05	05/06	06/07	07/08	08/09	09/10	10/11	11/12
10/27	Rest	Rest	Rest	Work	Work	Work	Work	Work	Work	Work	Rest	Rest
Hour	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24
10/27	Rest	Rest	Rest	Rest	Work	Work	Work	Work	Work	Rest	Rest	Rest

Note: Above work hours include travel to and from the vessels.

CONCLUSION:

Facts:

- The MV Juliana was inbound from the sea buoy at Ambrose Pilot Station to berth 1 & 2 at Red Hook Container Terminal.
- On final approach to the berth, the vessel lost the main engine.
- The vessel was safely docked at Red Hook Container Terminal without use of the engine.
- No further incident occurred.
- No damage, injury, or discharge occurred.

Conclusions:

- Correct reporting procedures were performed during this incident.
- After the MV Juliana experienced a loss of main engine power, the vessel was safely docked at Red Hook Container Terminal.

RECOMMENDATIONS:

If I may be of any additional service in this matter, please advise.

Respectfully submitted,



Capt. Tina M. Vanderploeg, Marine Investigator #901
 N.J. Maritime Pilot & Docking Pilot Commission



ATTACHMENTS

Vessel's characteristics

Crew's bell book

Vessel's bell log

Pilot card

Appendix

Interview: None Conducted

Internet:

<https://www.marinetraffic.com>

<https://www.vesselfinder.com>

<https://www.myshiptracking.com>

<https://www.balticshipping.com>

VESSEL'S DETAILS

M.V. "JULIANA"

PORT OF REGISTRY:	MADEIRA
FLAG:	PORTUGAL
CALL SIGN:	COGI
e-mail addresses :-	Technical Department Inspektion.3@doehle.de Crewing Department c.schneider@doehle.de
P&I	UK P&I Thomas Miller (Europe) Ltd
INMARSAT-FBB:	Voice / Fax: Data Telex VSAT +494079729140 FBB +870733060923 Mobile phone +49 (172) 4507571
INMARSAT-C (1 pc) / IRIDIUM LT-3100S GMDSS	425571011 / +881641708550
Classification Society	LLOYD'S REGISTER
MMSL:	255710000
RADIO ACCOUNTING AUTHORITY:	Telemar Italia IU03
OFFICIAL NUMBER:	TEMP764M
IMO NUMBER:	9477294
BUILD YARD:	JIANGSU Yangzijiang Shipbuilding Co. LTD
BUILD NO:	751
BUILD YEAR:	2009
DATE KEEL WAS LAID:	2008-09-09
CONVERSION #1	
CONVERSION #2	
CONVERSION #2 YARD	
CLASS:	GL 100 A5 E Container Ship SOLAS II-2, Reg 19 IW MC E AUT
CLASS ID NO:	113577
CLASSIFICATION DESIGNATION:	Container
TYPE OF VESSEL:	CONTAINER
GROSS REGISTERED TONNAGE:	16137
NETT REGISTERED TONNAGE:	6387
LOA:	161.3
LBP:	149.6
BREADTH:	25.00
DEPTH:	14.9
SUMMER DISPLACEMENT:	24559.94 mt
SUMMER DEADWEIGHT:	17197.16 mt
SUMMER DRAFT:	9.7 m
DESIGNED SPEED:	19.3 Kn
FUEL CONSUMPTION:	
MAIN ENGINE (MAKER/TYPE):	MAN / STX8550ME-C
POWER:	12640 KW
CONTROLLABLE PITCH PROPELLER	Right hand fix propeller
BOW/STERN THRUSTER:	800 KW / -
AUXILIARY ENGINES (NUMBER/MAKER/TYPE):	4 / YANMAR / 8N21AL-GV
POWER:	1360 KW x 4
CARGO HANDLING EQUIPMENT:	2 x 45 MT McGregor Cargo cranes
CARGO HANDLING EQUIPMENT CAPACITY:	45 MT up to 28 mtr, 40 MT till 34 / 36.7 mtr
CONSTANT (INCLUDING CARGO ROB):	
FUEL CAPACITY - HFO (100%):	2223.4 m3
- MDO (100%):	102.9 m3
FRESH WATER:	331.2 m3
RANGE:	UNRESTRICTED NAVIGATION
OWNERS/OPERATORS:	DR MS "JULIANA" Schiffahrts GmbH & Co. KG / PETER DÖHLE SCHIFFFAHRTS-KG
MANAGER:	PETER DÖHLE SCHIFFFAHRTS-KG
CHARTERERS:	SEABOARD MARINE
AIR DRAFT CONSTANT (TOP OF MAST):	48050 mm
AIR DRAFT CONSTANT (TOP OF HATCH COAMING)	17800 mm
LIGHTSHIP:	7362.78 t

ratings

20

0220 ↘ Body # 49

0243 ↗ Body # 42

0306 ↘ Body # 35

0346 ↘ Body # 25

0500 Pilot away

0524 BRSP: 0-384600, 075 01-7 W
Dm = 77' D_E = 141'

27-10-2024 ARR Brooklyn

1500 NOTICE TO ECR

1530 ECRP 40 23 5N 073 46 7W

Dm 40 DT 139

1536 M.E. TASTED ASTORIN CL 3-2-2

E PA 11-13 OBSERVED

1554 POB CL 3 2 13 OPS

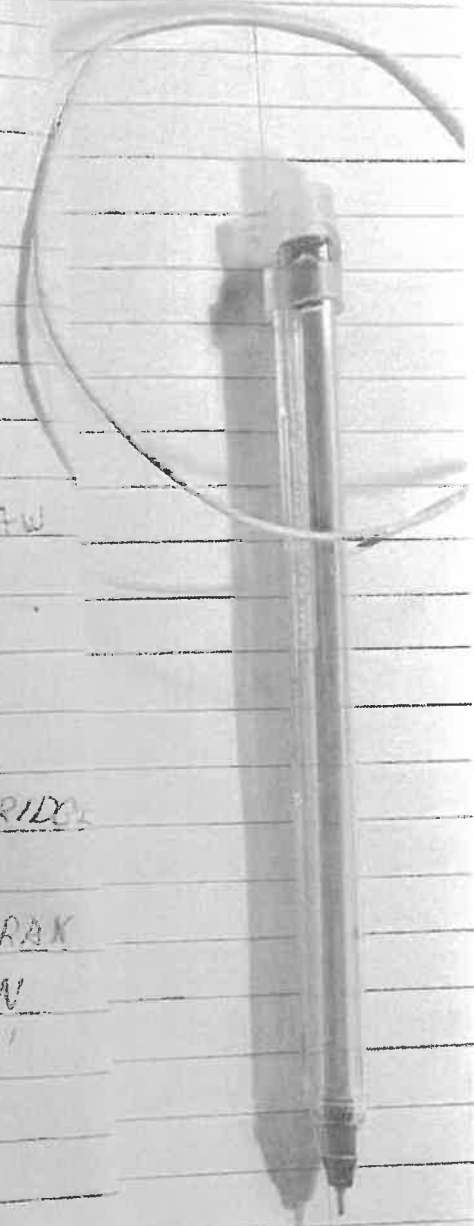
1706 Pinned VERRAZANO NARROWS BRIDGE

1724 Dock P.O.B.

1730 Fuel tug fast JONATHAN C MORAN

1748 Gift tug fast JAMES D MORAN

1812 FLA (aft spring) Dm 24'

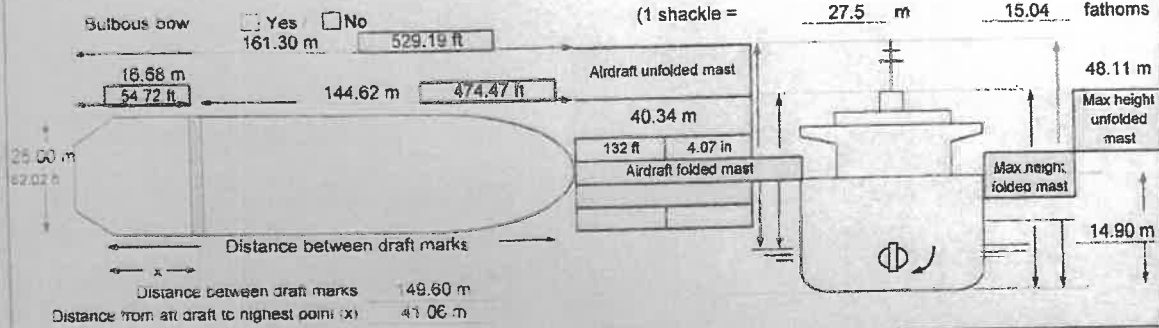


	Date	Time	Lat	Long
EGS REPEATED START	24-10-07	21:55:29	37	128
WE GOVERNOR LOAD LIM CANCEL	24-10-07	21:55:34	37	128
WE BRIDGE COMMAND	24-10-07	21:55:36	37	128
WE BRIDGE COMMAND	24-10-07	21:55:39	37	128
EGS REPEATED START	24-10-07	21:55:39	37	128
WE GOVERNOR LOAD LIM CANCEL	24-10-07	21:55:31	37	128
WE BRIDGE COMMAND	24-10-07	21:55:35	37	128
WE BRIDGE COMMAND	24-10-07	21:55:34	37	128
WE BRIDGE COMMAND	24-10-07	21:55:33	37	128
WE BRIDGE COMMAND	24-10-07	21:55:32	37	128
WE BRIDGE COMMAND	24-10-07	21:55:31	37	128
WE BRIDGE COMMAND	24-10-07	21:55:30	37	128
EGS REPEATED START	24-10-07	21:55:04	37	128
WE GOVERNOR LOAD LIM CANCEL	24-10-07	21:55:06	37	128
EGS START FAILED	24-10-07	21:55:03	37	128
WE RUNNING FAILURE	24-10-07	21:55:05	37	128
WE BRIDGE COMMAND	24-10-07	21:55:03	37	128
EGS REPEATED START	24-10-07	21:55:03	37	128
EGS START FAILED	24-10-07	21:55:10	37	128
WE GOVERNOR LOAD LIM CANCEL	24-10-07	21:55:01	37	128
WE RUNNING FAILURE	24-10-07	21:55:01	37	128
WE BRIDGE COMMAND	24-10-07	21:55:03	37	128
WE BRIDGE COMMAND	24-10-07	21:55:02	37	128
WE BRIDGE COMMAND	24-10-07	21:55:01	37	128
WE BRIDGE COMMAND	24-10-07	21:55:01	37	128
WE BRIDGE COMMAND	24-10-07	21:55:01	37	128
WE BRIDGE COMMAND	24-10-07	21:55:01	37	128

Pilot Card

Vessel: JULIANA Port: BROOKLYN, USA Arrival Departure
 Date: 27.10.2024

Ship's Particulars:
 Intended ship's speed with PoB: 10.0 knots Wind speed (v): 1.5 m/s
 Flag: PORTUGAL Port of Registry: MADEIRA IMO: 9477294 Call Sign: CQGI
 GT: PORTUGAL NT: 6,387.00 Suez GT: 0.00 Suez NT: 0.00
 LOA (m): 161.30 L.B.P. (m): 149.60 Breadth (moulded): 25.00
 Max Summer Draft (m): 9.70 Summer Deadweight: 17,197.00 mt Date of keel laid: 09.09.2008
 Date of delivery: 1/0/1900
 Draft Fwd: 7.70 m Midships: 7.75 m Aft: 7.80 m UKC required pilotage/USCG req. 0.93 m
 Displacement (mean draft): 18,164.00 mt Block coefficient: 0.623
 Anchor chain: Port: 11 shackles Starboard: 11 shackles Heaving time for one shackle: 3 minutes
 (1 shackle = 27.5 m 15.04 fathoms)



Freeboard	7.15 m	Pilot door freeboard (if applicable)	N/A	Windage area ¹ (A)	2703.00 m ²
Engine data		Maximum Power (kW)		12,640.00	
Type of Engine	MAN/STX8S50ME-C		EEX: Shaft Power Limit (kW)	8,425.00	
Manoeuvring engine order	RPM/pitch	Speed (knots)		Ballast	
Full ahead	89	Loaded	14.5	15.3	
Half ahead	75	12.6	13.1		
Slow ahead	47	3.2	8.7		
Dead slow ahead	28	1.8	5.4		
Dead slow astern	28	Critical revolution	35-44		
Slow astern	47	Full ahead to astern	206 s		
Half astern	75	Max No. of consecutive starts	12 ER/bridge)		
Full astern	89	Minimum RPM:	28		
Astern power approximate	70 % of MCR	Minimum speed to maintain course:	3.00 knots		

Steering/Propeller/Thruster:		Mooring/bollards arrangements:		Squat calculation:				
Rudders	1 (numbers)	Tug's max bollard pull	40	Speed (knots)	Open water (m)	Confined water (m)		
Hard-over angle	0° Maximum angle 35°	40	40	4	0.10	0.20		
Time hard-over to hard-over	14 (sec)	40	40	6	0.22	0.45		
Rudder angle for neutral effect	0°					0.80		
Propeller(s) type	Fixed Propeller					10	0.62	1.25
Propellers	1 (number) Direction of turn Right					12	0.90	1.79
Thrusters						14	1.22	2.44
Bow	1 (number) Power (all) 800 kW							
Stern	0 (number) Power (all) 0 kW	40	40					
Estimated force exerted by wind	0.34 t Consider to take tug(s)	40	40					
Estimated force by thrusters	1.59 t							

Pilot's name and signature: *[Signature]*
 Record of remark(s)/ deficiency(ies) to be communicated to Pilot: MCR LIMIT = 8425 Kw

Master: CAPT BESSONOV JEVGENIJ
 Remarks: This Pilot card to be presented to the pilot upon boarding and his name & signature confirming receipt entered into the Bridge bell book.

Note:
 Windage (A) = combined wind exposed area of hull and deck cargo in sqm.
 *Such as: only one anchor available, bow thruster out of order, etc.
 The wording of the cell (K-11)(57-58) is only a recommendation and several aspects will be taken into account whenever the tug(s) is/are or not required.

RESOLUTION TO APPROVE THE DOCKING PILOT APPRENTICE SELECTION

LIST

WHEREAS, pursuant to N.J.A.C. 16:64-5.2 applications have been received for entry into the Docking Pilot Apprentice Training Program, and

WHEREAS, the Docking Pilot Apprentice Selection Committee interviewed the candidates on October 29, 2024, and December 5, 2024, and

WHEREAS the Committee circulated a memo with its recommendations to the Commission, and

WHEREAS, the Commission is satisfied with the Committees recommendations.

NOW THEREFORE BE IT RESOLVED by the New Jersey Maritime Pilot and Docking Pilot Commission that the attached list of qualified applicants is approved for a period of two years as provided for in N.J.A.C. 16:64-5.2.



The New Jersey Maritime Pilot & Docking Pilot Commission


One Penn Plaza East * 9th Floor * Newark, NJ 07105

Tele: (973) 491-7693 * Fax: (973) 491-4352

Email: astuckey@njtransit.com

MEMO

TO: New Jersey Maritime Pilot and Docking Pilot Commission

FROM: Andre M. Stuckey 

CC: Dorian Smith, Esq.
Frederic Cohen, Esq.

RE: Docking Pilot Apprentice Selection Committee Recommendations

DATE: December 5, 2024

The Docking Pilot Apprentice Selection Committee (Committee) completed the interview stage of the apprentice selection process. Below is a summary of the candidates and the Committees recommendations.

Mr. Robert Brown

Mr. Brown graduated from The State University of New York Maritime College with a Bachelor of Science in Naval Architecture in 2018. He has First Class Pilotage in the Kill Van Kull. He holds a 1600 Ton Masters license, and Master of Towing license. He is currently working as a Mate with McAllister Towing. The Committee recommends that Mr. Brown be included on the Apprentice Selection List.

Mr. David DeCesare

Mr. DeCesare graduated from the State University of New York Maritime College with a Bachelor of Science in Naval Architecture in 2016. He has First Class Pilotage for the Kill Van Kull, Arthur Kill North, and the Newark Bay. He holds a Second Mate Unlimited license, and a 1600 Ton Masters license. He is currently working as a Chief Mate for Moran Towing. The Committee recommends that Mr. DeCesare be included on the Apprentice Selection List.

Mr. Michael Gangarossa

Mr. Gangarossa graduated from the State University of New York Maritime College with a Bachelor of Science in Marine Transportation in 2016. He holds a Second Mate Unlimited license on Self-Propelled Vessels. He currently works as a Mate with Polling & Cuttler. Mr. Gangarossa does not have any First-Class Pilotage and has not taken the steps to become eligible to apply. He is also short 3 years of the necessary wheel time on a tug. The Committee

recommends sending Mr. Gangarossa a letter encouraging him to continue in his journey to becoming a Docking Pilot.

Mr. Adam Lent

Mr. Lent graduated from the State University of New York Maritime College with a Bachelor of Science in Marine Transportation in 2017. He holds a Second Mate Unlimited license and a Master of Towing license. He has First Class Pilotage in the Kill Van Kull and Newark Bay. He is currently working as a tug Captain for McAllister Towing of New York. The Committee recommends that Mr. Lent be included on the Apprentice Selection List.

Mr. Peter Manard

Mr. Manard graduated from Massachusetts Maritime Academy with a Bachelor of Science in Marine Transportation in 2012. He holds a Second Mate 1600-ton Masters license. He currently works as a Chief Mate for Centerline Logistics. Although Mr. Manard does not have any First-Class Pilotage he has applied for and approved to test for the Kill Van Kull, Newark Bay and the Upper Bay. The Committee recommends that Mr. Manard be placed on the Apprentice Selection List but will not be eligible to be called from the list until he has obtained his first piece of Pilotage.

Mr. Paul Paris

Mr. Parish graduated from the State University of New York Maritime College with a Bachelor of Science in Marine Operations Deck in 2017. He has First Class Pilotage in the Kill Van Kull and Newark Bay. He holds a 1600 Ton Masters license and a Second Mate license. He currently works for McAllister Towing as a Tug Captain. He also works for JPFP Fishing Boats, Inc as a Captain and APD Fishing, Inc. as an Owner/Operator. The Committee recommends that Mr. Paris be included on the Apprentice Selection List.

Mr. Corey Toscano

Mr. Toscano graduated from the United States Merchant Marine Academy with a Bachelor of Science in General Marine Business and Commerce in 2012. He holds a Master of Towing Vessels Upon Oceans license. He currently works for Centerline Logistics as a Tug Captain. Although Mr. Toscano does not have First Class Pilotage he is scheduled to sit for the East River, Newark Bay and the Upper Bay in January 2025. The Committee recommends that Mr. Toscano be included on the Apprentice Selection List but will not be eligible to be called from the list until he has obtained his first piece of Pilotage.

Mr. Brandon Twomey

Mr. Twomey holds a Master of Self-Propelled Vessels license and a Master of Towing license. He currently works as a Tug Captain for Moran Towing. Mr. Twomey sat for First Class-Pilotage in the Kill Van Kull and is awaiting the results. The Committee recommends that Mr. Twomey be included on the Apprentice Selection List but will not be eligible to be called from the list until the result of his Pilotage is received.

The Committee received applications from Mr. Patrick Brow and Mr. Dalton West. Mr. Brow was offered a position with the Maryland Pilots Association and removed himself from consideration. Mr. Dalton removed himself from consideration citing personal reasons.

A resolution will be on the agenda for your December 17, 2024, meeting to approve the list.



PILOT BOARDING DEFICIENCY REPORT

DATE: 11/20/2024 TIME: 1100

VESSEL: USNS Pillilau

MASTER: Baker

PILOT: T.O. Ferrie

CONDITIONS: good

APPLICABLE LADDER ARRANGEMENTS (check all that apply):

- PILOT LADDER ONLY
- COMBINATION LADDER
- SIDE PORT
- OTHER _____

DEFICIENCIES (check all that apply and provide brief comment)

GENERAL ARRANGEMENT (ie: Insufficient lighting, no officer, unsafe deck access, etc.)

PILOT LADDER (ie: Poor condition/wear, not resting on hull, poor rigging, etc.)

Improper Pilot Ladder...18 rungs between spreaders, side ropes were double and too small of

COMBINATION LADDER (ie: Poor condition/wear, not secured, platform too low, etc.)

Ladder more than 9m climb to boarding gate requires combination ladder.


MAN ROPES (ie: Poor condition/wear, incorrect diameter, poor rigging, etc.)

DOCKSIDE (ie: Gangway condition/pitch, netting, poor rigging, etc.)

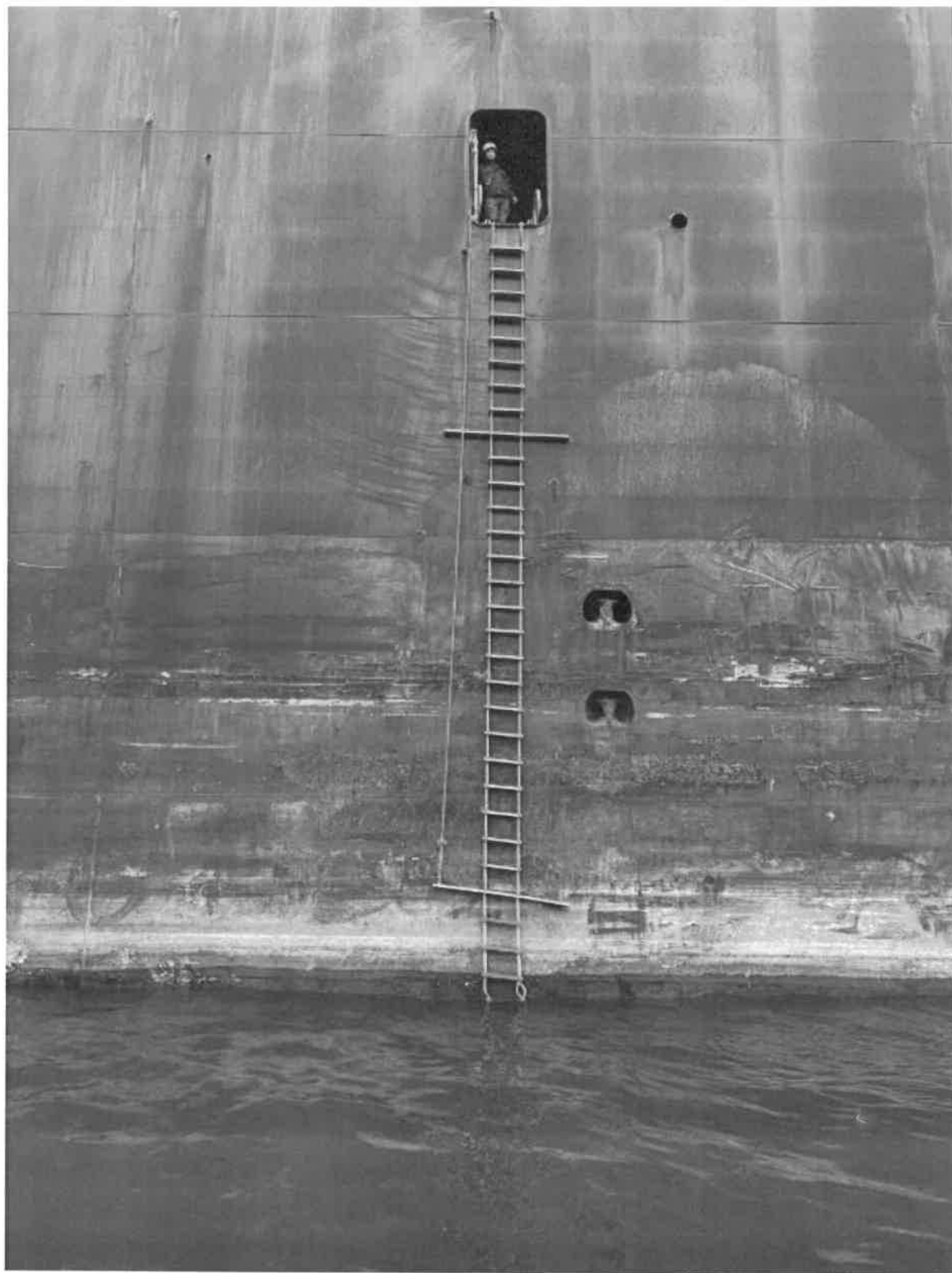
ADDITIONAL REMARKS:

Signature: _____

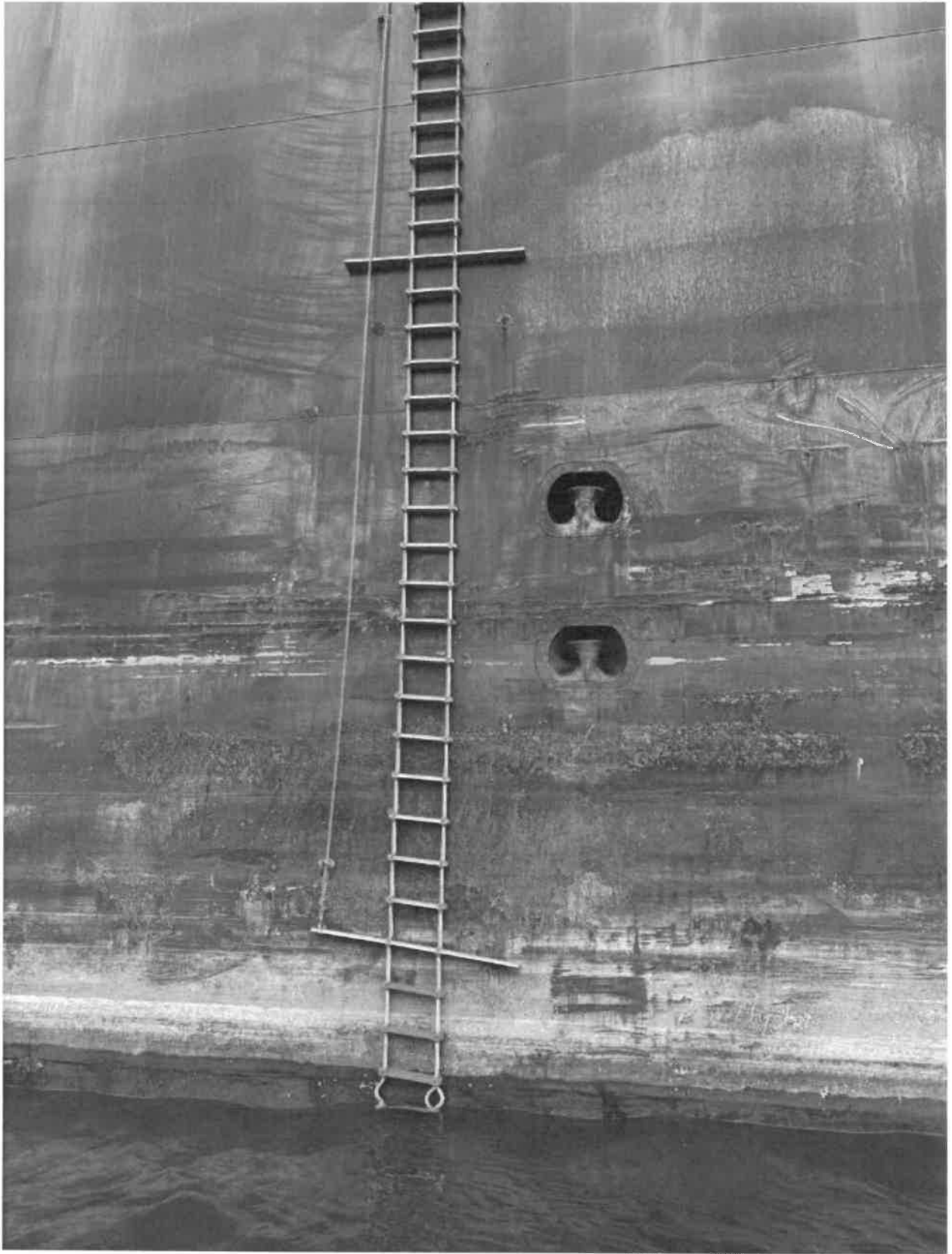
MASTER (if available)



PILOT









Date: 12/13/2024 Time: 01:30
Vessel: 9HA5320/SEAPROMISE
Pilot: John J. DeCruz(122)
Master: A Baula Jr.
Conditions: Clear
Order #: 10454
Origin: KMI 2(Berth)
Destination: Stapleton Anchorage(Anchorage)

Applicable Ladder Arrangements (check all that apply):

- Pilot Ladder Only
- Combination Ladder
- Side Port
- Other

ships portable gangway

Deficiencies (check all that apply and provide brief comment):

- General Arrangement (ie: insufficient lightning, no officer, unsafe deck access, etc.)
- Pilot Ladder(ie: Poor Condition/wear, not resting on hull, poor rigging, etc.)
- Combination Ladder (ie: Poor Condition/wear, not secured, platform too low, etc.)
- Man Ropes (ie: Poor Condition/wear, incorrect diameter, poor rigging, etc.)
- Dockside (ie: Gangway condition/pitch, netting, poor rigging, etc.)

Poor rigging, pitch angle small causing a steep angle. Steps on gangway were rivited tabs not actual steps. Transition onto main deck was not in accordance with SOLAS standards. (See attached picture)

Additional Remarks

USCG refused to board ship at berth for COC Inspection.



Pictures





Date: 12/10/2024 Time: 17:38
Vessel: A8RL2/MSC VAISHNAVI R.
Pilot: John J. DeCruz(122)
Master:
Conditions: East Wind 15 KT , 3-5 foot seas
Order #: 08585
Origin: Sea(Sea)
Destination: Berth 57 Port Newark(Berth)

Applicable Ladder Arrangements (check all that apply):

- Pilot Ladder Only
- Combination Ladder
- Side Port
- Other

Modified Trap Door

Deficiencies (check all that apply and provide brief comment):

- General Arrangement (ie: insufficient lightning, no officer, unsafe deck access, etc.)
- Pilot Ladder(ie: Poor Condition/wear, not resting on hull, poor rigging, etc.)
- Combination Ladder (ie: Poor Condition/wear, not secured, platform too low, etc.)

Assembly not fixed to ships hull. No Magnets or tied own points.
Spreader in resting along the platform
Tagline in wrong position

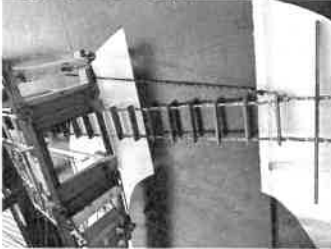
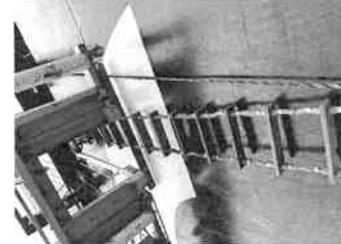
- Man Ropes (ie: Poor Condition/wear, incorrect diameter, poor rigging, etc.)
- Dockside (ie: Gangway condition/pitch, netting, poor rigging, etc.)

Additional Remarks

informed Master, ship has magnets onboard. He will see that these issues are addressed before sailing.



Pictures





Date: 12/10/2024 Time: 01:15
Vessel: 3FMG7/TEXAS TRIUMPH
Pilot: Christine M. Razukas(171)
Master:
Conditions: Calm
Order #: 08569
Origin: Sea(Sea)
Destination: Berth 68 Port Elizabeth(Berth)

Applicable Ladder Arrangements (check all that apply):

- Pilot Ladder Only
- Combination Ladder
- Side Port
- Other

Deficiencies (check all that apply and provide brief comment):

- General Arrangement (ie: insufficient lightning, no officer, unsafe deck access, etc.)
- Pilot Ladder(ie: Poor Condition/wear, not resting on hull, poor rigging, etc.)
Spreader bar at bottom very loose.
- Combination Ladder (ie: Poor Condition/wear, not secured, platform too low, etc.)
- Man Ropes (ie: Poor Condition/wear, incorrect diameter, poor rigging, etc.)
- Dockside (ie: Gangway condition/pitch, netting, poor rigging, etc.)

Additional Remarks

Told captain about it and showed him a video I took of the loose spreader bar. They were going to try and fix before docking pilot came onboard.



Pictures

