

The New Jersey Maritime Pilot and Docking Pilot Commission



2012 Annual Report
164th Edition

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

Captain John Bates

Captain James Britton

Captain Thomas Britton

Captain Paul Frank

Captain John Oldmixon

Captain Frank Reinbold

Editor:
Andre M. Stuckey

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Dear Governor and Members of the New Jersey Legislature,

The Port of New York and New Jersey is of critical importance to commerce and national security in the Northeast Region of the United States and the nation. Some 5,000 commercial ships call at the port each year, making it the third busiest port in the United States and an economic engine for New Jersey.

The Commission is charged with establishing and maintaining the professional standards of the pilots that navigate the ships in the Port. Because the Commission's sole source of revenue comes from fees paid by state licensed pilots, the Commission's work, and its mandate to promote a safe, secure and economically viable maritime transportation system, is accomplished at no cost to New Jersey taxpayers.



I am pleased to report that New Jersey state licensed pilots continue to enjoy one of the preeminent safety records in the nation, if not the world, in no small part due to the high standards established by the Commission and the superb dedication and professionalism of our pilots. In addition, state licensed pilots continue to participate in a variety of forums such as the Harbor Operations Safety, Navigation and Operations Committee to facilitate the safe and secure movement of commerce.

Hurricane Sandy brought terrible destruction to the mid-Atlantic coast, particularly New Jersey. I am proud to tell you that our state licensed pilots played a key role in the effort to reopen the Port of New York and New Jersey once the storm passed through the area. Working within the U.S. Coast Guard's Marine Transportation System Recovery Unit (MTSRU), a multi-government agency private sector task force charged with reconstituting the Port, state licensed pilots led efforts to expedite the survey of vital shipping channels and verify navigational aids were on station. Others evaluated affected waterfront facilities and responded to oil spills, including three major spills totaling almost half a million gallons. The MTSRU's outstanding efforts permitted ships and barges to begin moving in less than 36 hours after the storm passed the area, allowing critical cargos such as gasoline for filling stations to reach their destination.

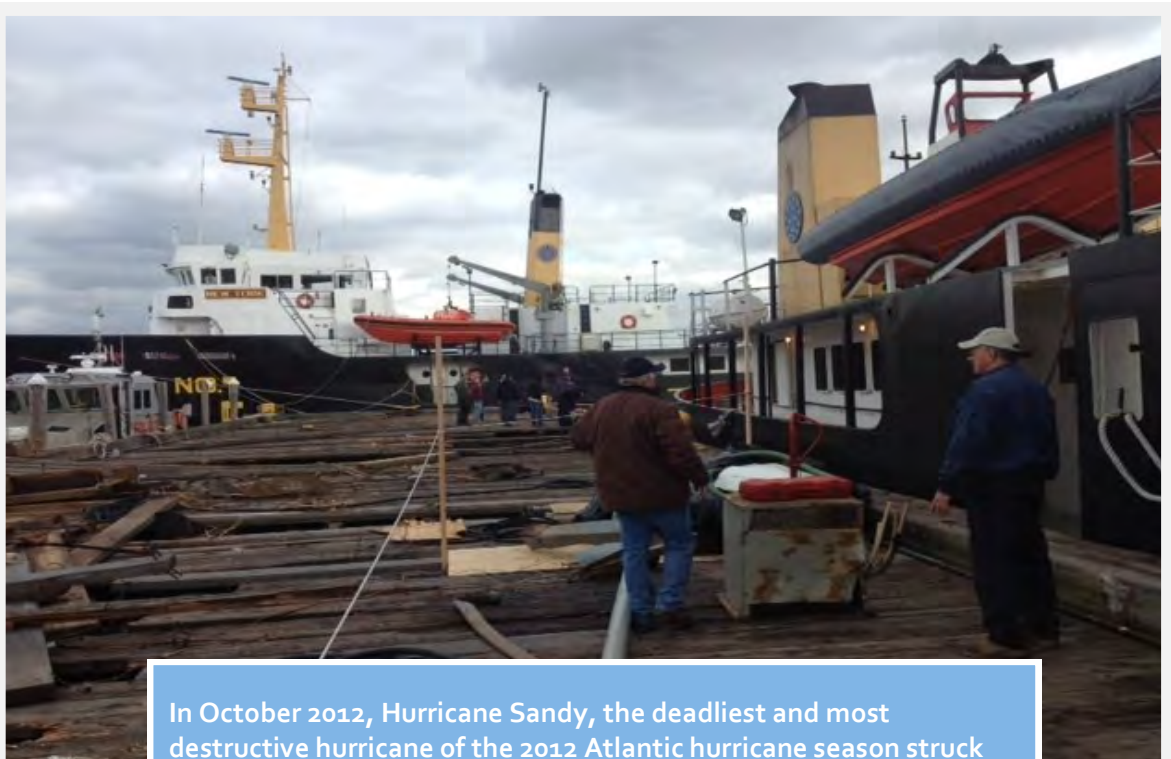
Over the past several years, the port community has worked hard to adapt to competitive changes. With the completion of the expansion of the Panama Canal in 2015, the Port of New York and New Jersey will see an increase in the size of ships calling into the port. Two projects (1) deepening the navigation channels to 50 feet and (2) raising the Bayonne Bridge from its current 151 feet to 215 feet are both on track to be completed in time to accommodate the larger ships. The Commission believes that both projects will provide a safe and economically efficient pathway for the new generation of ships, particularly the container ships calling at the marine terminals in Newark and Elizabeth, New Jersey.

Finally, the Commission ends 2012 with only three of our six authorized members. Commissioner Thomas F. Daly and Commissioner Stanley E. Wiklnski retired during this year. Their combined service on the Commission exceeds 40 years. Their knowledge and tireless efforts to advance a safe and efficient pilotage service will be greatly missed. We wish both Commissioners Fair Winds and Following Seas.

Respectfully Submitted,



Timothy J. Dacey
President



In October 2012, Hurricane Sandy, the deadliest and most destructive hurricane of the 2012 Atlantic hurricane season struck the tri-state region leaving a path of destructive in its wake. Licensed New Jersey Maritime and Docking Pilots played a vital role in helping the MTSRU survey the damage and reopen the ports.

Overview of the Commission

The federal government delegates pilot regulation to the States, pursuant to 46 U.S.C. 8501. The law gives coastal states the authority to regulate pilotage on vessels in foreign trade, including foreign-flag and U.S.-flag vessels, entering, leaving or otherwise operating within designated pilotage waters.

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 2012, the four pilot associations had a combined total of 42 Maritime Pilots, 33 Docking Pilots, 5 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.

In 2004, there was a significant expansion of the scope of the Commission’s responsibilities that was occasioned by post 9/11 maritime security and safe navigation issues. Among other things, the Commission was given the authority for the oversight of Docking Pilots. Docking Pilots are highly experienced shiphandlers who dock and undock ships with the use of tugboats. Some Docking Pilots also handle intraport movements requiring tugboat assistance. Generally, Docking Pilots are former tugboat captains who are affiliated with a tug company.

Why must a ship have a pilot?

Pilots are persons with expert local knowledge of the pilotage route and superior shiphandling skills. Their knowledge includes familiarity of local conditions, winds, weather, tide, current and geography. Pilots board all ocean-going vessels, passenger liners, freighters, tankers—either at the pier or on the open sea off the entrance to the harbor. They guide the vessel through traffic, reefs, shoals and narrow channels to her destination. The vessel is directed either to a safe anchorage or to a pier, where tugboats take over and assist the ship into her berth.

Commission Responsibilities

The Commission is charged with maintaining the highest levels of piloting skill. To promote professional competence and proficiency, the Commission:

- 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;
- Investigates maritime incidents;
- Disciplines pilots for violations of laws, regulations and 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. A number of joint committees exist with the New York Board to facilitate coordination and resolution issues and set policy. 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, pilots from New York and New Jersey, and an actuary. 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 set certain fees charged by Maritime Pilots for intra-harbor ship movements.

COMMISSIONERS

Thomas F. Daly*
President

Timothy J. Dacey
President

Charles E. Stapleton
Vice President

Charles Wowkanech
Secretary/Treasurer

Stanley E. Wiklinski**
Treasurer

STAFF

Jonathan Sarubbi
Executive Director

Andre M. Stuckey
Administrator

*Retired February 2, 2012

**Retired October 1, 2012

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.

Committee Appointments

Apprentice & Recurrent

Training Committee

Charles E. Stapleton
Charles Wowkanech

Apprentice Selection Committee

Stanley E. Wiklinski
Charles Wowkanech

Occurrence Investigation

Thomas F. Daly
Timothy J. Dacey

Audit Committee

Timothy J. Dacey
Charles Wowkanech

Budget Committee

Charles Wowkanech
Charles E. Stapleton

Harbor Operations/ Coast Guard Liaison

Timothy J. Dacey
Charles E. Stapleton

Capital Improvement & Pension Surcharge

Stanley E. Wiklinski
Charles Wowkanech

Examination Committee

Stanley E. Wiklinski
Charles Wowkanech

Safety Committee

Charles E. Stapleton
Charles Wowkanech

Operating Budget July 1, 2012 to June 30, 2013

| Expenses: | Column1 |
|-----------------------------------|---------------------|
| Rent | \$24,000.00 |
| Postage | \$1,000.00 |
| Supplies | \$3,000.00 |
| Printing | \$1,000.00 |
| Meetings | \$4,000.00 |
| Telephone | \$1,000.00 |
| Newspaper/Magazine Announcements | \$3,000.00 |
| Office Fixtures/Equipment | \$5,000.00 |
| Awards/Plaques/Certificates | \$500.00 |
| Legal Fees | \$2,000.00 |
| Audit Fees | \$8,000.00 |
| ID/Badges/Wallets | \$1,000.00 |
| Subscriptions | \$1,000.00 |
| Annual Memberships | \$1,000.00 |
| Travel | \$1,000.00 |
| Conference/Seminar/Special Events | \$1,500.00 |
| Salaries/Taxes | \$198,879.00 |
| Fringe Benefits | \$71,417.00 |
| Occurrence Investigation | \$5,000.00 |
| Continuing Education | \$5,000.00 |
| Incidental Expenses | \$4,000.00 |
| Pilot Training | \$5,000.00 |
| Industry Relations | \$1,000.00 |
| Commissioner Compensation | \$7,200.00 |
| Total Expenses | \$355,496.00 |
| Income: | Column1 |
| Maritime Pilot Fees | \$377,000.00 |
| Docking Pilot Fees | \$8,500.00 |
| Other Income | \$0.00 |
| Pilot Fines | \$0.00 |
| Total Income | \$385,500.00 |

Legislation

None.

Regulations

At its April 17, 2012 regular meeting, the New Jersey Maritime Pilot and Docking Pilot Commission adopted amendments to its existing regulations. The regulations provided for changes to the grades of licenses and advancements for deputy Maritime Pilots contained at N.J.A.C. 16:64-3.9(e). The amendments also allow for a new grade in which deputy Maritime Pilots may be promoted.

The newly adopted regulations allow the Sandy Hook Pilots Association to better utilize deputy pilots while creating a more gradual increase in tonnage levels.

Rate Making Matters

Pursuant to N.J.S.A. 128-24.1, the rates charge by New Jersey licensed Maritime Pilots are to be the same as those charge 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 January 1, 2012, a 4% pilotage rate adjustment went into effect.

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:

| |
|---|
| 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 |

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

Pursuant to N.J.S.A. 12:8-24.1, certain fees charge by New Jersey licensed Maritime Pilots must be established by the New Jersey Maritime Pilot and Docking Pilot Com-

mission 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 February 7, 2011. The Commission does not have the authority to set rates charged by Docking Pilots.

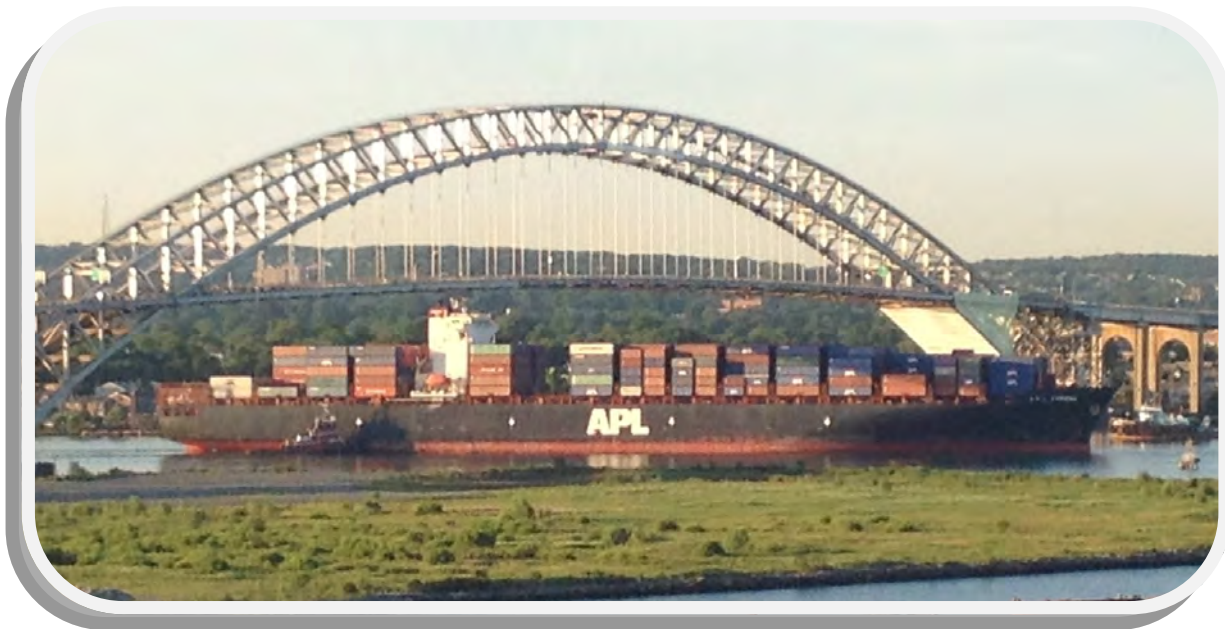
Litigation

None.

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 \$20,000.

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 worth \$25,080.00 and is subject to an annual rate adjustment per the Consumer Price Index on July 1 of every year. The Commission had no liabilities at the end of 2012.



The 151-foot air draft restriction beneath the Bayonne Bridge is an obstacle for larger ships doing business with marine terminals west of the Bridge. The Port Authority of New York and New Jersey is currently working on a plan to raise the air draft to 215-feet. This will accommodate the new generation of ships that will be calling into the Port of New Jersey and New York once the expansion of the Panama Canal is completed in 2015.

Key Issues

With the completion of the expansion of the Panama Canal in 2015, the Port of New York and New Jersey will see an increase in the size of ships calling at the port. Two projects (1) deepening the navigation channels to 50 feet and (2) raising the Bayonne Bridge from its current 151 feet to 215 feet are both on track to be completed in time to accommodate the new generation of ships, particularly container ships calling at the marine terminals in

Newark and Elizabeth, New Jersey. The “New Panamax” vessels will be up to 1,200 feet long, 161 feet wide, draw 49 feet, and carry two to three times more cargo than the current class of container ships.

During the past nine years, the U.S. Army Corps of Engineers has been deepening 38 miles of federal navigation channels in the Port of New York and New Jersey to a depth of 50 feet. The overall Harbor Deepening Project involved deepening the channels from the Ambrose Channel entrance to the Upper Bay and Newark Bay, providing access to the Global Marine Terminal, New York Container Terminal, Port Newark and Elizabeth Marine Terminal. The Army Corps recently awarded the final construction contract, which will complete the deepening of the Arthur Kill Channel to 50 feet leading to the New York Container Terminal. The deepening of the Arthur Kill Channel is expected to be completed in 2014 and will be the final milestone in the Harbor Deepening Project which is expected to be completed in 2014.

Maintaining the 50 foot depth of the shipping channels may be problematic in the future due to a shortage of federal funding. The Army Corps of Engineers currently receives about \$14 million for maintenance dredging in the Port of New York and New Jersey each year. When the Harbor Deepening Project ends, the Army Corps of Engineers anticipates that it will need approximately \$70 million each year to

Port of New York and New Jersey Facts

- *Largest port on the East Coast, the third largest port in the U.S. by volume*
- *Over 5,000 Vessel Arrivals Annually*
- *Serves 35 percent of America’s population*
- *Within the New York/New Jersey Region, the Port Industry provides:*
 - ▶ *Over 279,000 direct and indirect jobs*
 - ▶ *171,770 direct jobs*
 - ▶ *\$11.6 Billion in annual personal income*
 - ▶ *Over \$37.1 Billion in business income*
 - ▶ *Over 5 Billion in Federal, State and Local Tax Payments*

Source: The Economic Impact of the New York—New Jersey Port/Maritime Industry Study, New York Shipping Association, dated October 11, 2011

neers currently receives about \$14 million for maintenance dredging in the Port of New York and New Jersey each year. When the Harbor Deepening Project ends, the Army Corps of Engineers anticipates that it will need approximately \$70 million each year to

maintain the newly deepened shipping channels as well as meet existing maintenance dredging commitments in the Port.

The approximately \$56 million annual short fall would impact the federal agency's ability to maintain the shipping channels at their authorized water depths. Should the shoaling of the channels get to the point where it begins to effectively decrease the channels depths, it would reduce the amount of cargo ships can carry, particularly the larger container ships expected to call at Elizabeth and Newark. Lighter cargo loads would mean less economic efficiencies of transportation, additional costs and delays, and potentially diversion of cargo to other ports. The maintenance funding shortfall



The Harbor Deepening Project and the raising of the Bayonne Bridge will allow the larger post Panamax vessels carrying two to three times more cargo to enter into our ports.

could begin to impact the Port as soon as 2015.

In July 2012, the Port Authority of New York and New Jersey (PANYNJ) announced that the agency has accelerated the timetable by 6 months, and is now projecting that the \$1 billion project will be completed in fall 2015, rather than in 2016, as originally projected. The accelerated schedule is combined with a recent announcement by the Panama Canal Authority that completion of the canal's widening will be pushed back several months due to construction delays. The Panama Canal Authority is now projecting that the canal's widening will be completed in mid 2015. Nearly 80% of all cargo handled in the port of New York and New Jersey is handled at marine terminals west of the Bayonne Bridge.

Number of Vessels Piloted By New Jersey State Licensed Pilots

| | Maritime Pilots | Docking Pilots |
|-----------|-----------------|----------------|
| January | 408 | 803 |
| February | 365 | 759 |
| March | 399 | 841 |
| April | 429 | 825 |
| May | 449 | 924 |
| July | 436 | 855 |
| July | 443 | 869 |
| August | 420 | 856 |
| September | 416 | 788 |
| October | 368 | 719 |
| November | 317 | 630 |
| December | 383 | 733 |

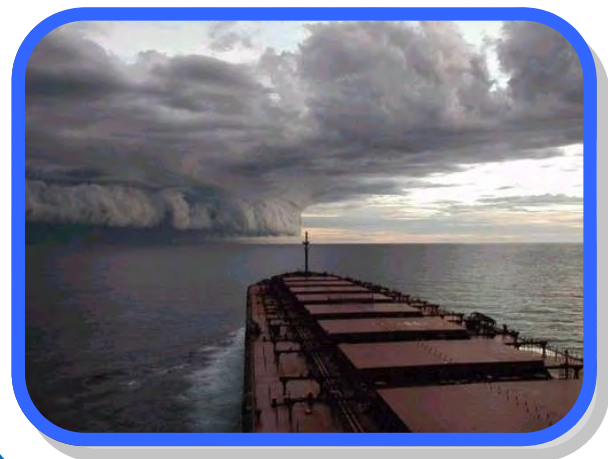


Maritime Pilots and Docking Pilots work together to bring vessels safely in and out of our ports. Pictured above is a vessel being pilot outbound at Hess Port Reading by a New Jersey State licensed Maritime Pilot while another vessel is heading inbound with the assistance of tugs. The outbound vessel is being piloted by a New Jersey State licensed Docking Pilot.

Everyday Hazards Faced by New Jersey Licensed Pilots



Recreational boaters with little to no knowledge of commercial traffic, frozen stairways, unsecured gangways, slippery ladders, rough seas, fog and frozen decks are some of the hazards faced daily by New Jersey State Licensed Maritime and Docking Pilots.



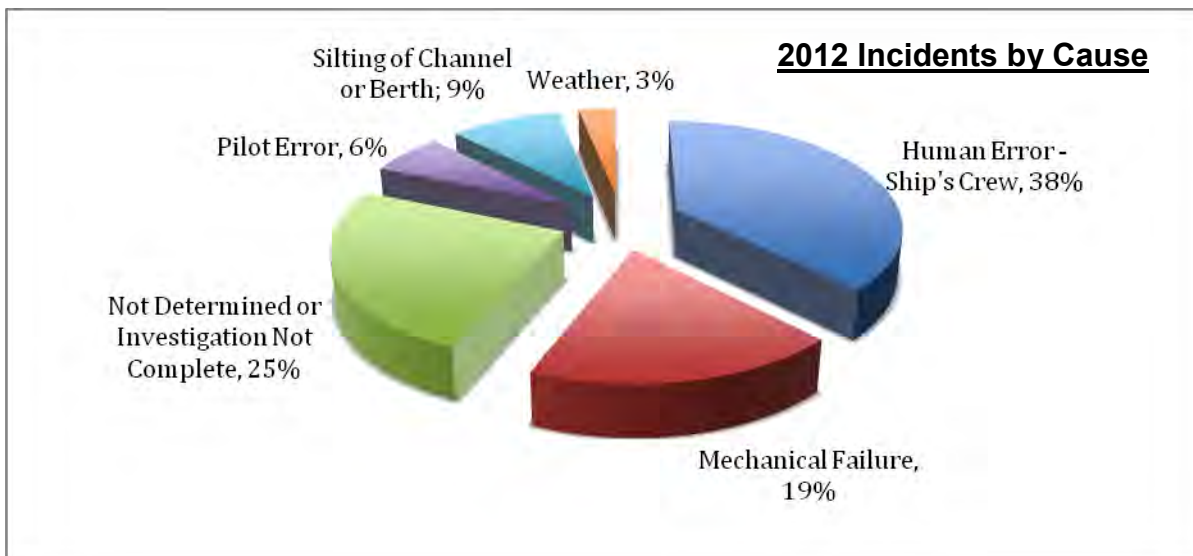
Vessel Incidents

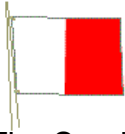
| Case No. | Vessel | Date | Nature of Occurrence | Cause |
|----------|------------------|-----------|------------------------------|-------------------|
| 2012.1 | Stolt Confidence | 10 Jan 12 | Allision w/Berth | Pilot Error |
| 2012.2 | Spica | 11 Jan 12 | Loss of Power | Crew Error |
| 2012.3 | Horizon Trader | 13 Jan 12 | Allision w/Buoy | Weather |
| 2012.4 | Stolt Topaz | 14 Jan 12 | Loss of Power | Equipment Failure |
| 2012.5 | Star Canopus | 16 Jan 12 | Allision w/Barge | Not Determined |
| 2012.6 | Cap Moreton | 27 Feb 12 | Loss of Power | Crew Error |
| 2012.7 | Hanjin Ottawa | 1 Mar 12 | Loss of Power | Crew Error |
| 2012.8 | Santa Payola | 27 Mar 12 | Loss of Power | Equipment Failure |
| 2012.9 | CSCL Dalian | 31 Mar 12 | Loss of Power | Crew Error |
| 2012.10 | Skagen Maersk | 2 Apr 12 | Allision Bridge/Ship Antenna | Crew Error |
| 2012.11 | Pilteen | 15 Apr 12 | Soft Grounding at Berth | Shoaling—Berth |
| 2012.12 | Cape Wrath | 20 Apr 12 | Allision w/Drydock Wall | Not Determined |
| 2012.13 | Carnival Miracle | 29 Apr 12 | Soft Grounding at Berth | Shoaling— Berth |
| 2012.14 | CSAV Pyrenees | 21 May 12 | Allision Bridge/Ship Antenna | Crew Error |
| 2012.15 | NYK Clara | 1 Jun 12 | Allision Bridge/Ship Antenna | Crew Error |
| 2012.16 | NYK Clara | 1 Jun 12 | Allision Bridge/Ship Antenna | Crew Error |
| 2012.17 | Wilson Saga | 9 Jun 12 | Allision w/Dry Dock Wall | Not Determined |
| 2012.18 | Chrysoula S | 23 Jun 12 | Soft Grounding at Berth | Shoaling—Berth |
| 2012.19 | Nord Sea | 5 Jul 12 | Loss of Steering | Equipment Failure |
| 2012.20 | Norwegian Star | 8 Jul 12 | Damage to Adjacent Vessel | Bow Thruster Wash |
| 2012.21 | Disney Magic | 8 Jul 12 | Allision w/Pier | Not Determined |
| 2012.22 | Polaris J | 16 Jul 12 | Allision Bridge Ship Antenna | Crew Error |
| 2012.23 | Maersk Georgia | 31 Jul 12 | Loss of Power | Equipment Failure |
| 2012.24 | Teesta Spirit | 26 Aug 12 | Allision Bridge/Ship Antenna | Crew Error |
| 2012.25 | Mare Atlanticum | 5 Sep 12 | Loss of Power | Not Determined |
| 2012.26 | Oleander | 12 Oct 12 | Loss of Power | Equipment Failure |
| 2012.27 | MSC Joanna | 26 Oct 12 | Allision Bridge/Ship Antenna | Crew Error |
| 2012.28 | MSC Shaula | 14 Nov 12 | Allision Bridge/Ship Antenna | Crew Error |
| 2012.29 | CMA CGM Coral | 3 Dec 12 | Loss of Steering | Equipment Failure |
| 2012.30 | Miramarin | 13 Dec 12 | Allision Bridge/Ship Antenna | Crew Error |
| 2012.31 | Liberty Service | 15 Dec 12 | Loss of Gyro Compass | Not Reportable |



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 pilots licensed by the New Jersey Maritime Pilot and Docking Pilot Commission enjoy an enviable safety record. In 2012, the Commission investigated thirty-one incidents. Only two incidents involved pilot error. The two highest factors for marine incidents were crew error (28%) and mechanical failure (19%).





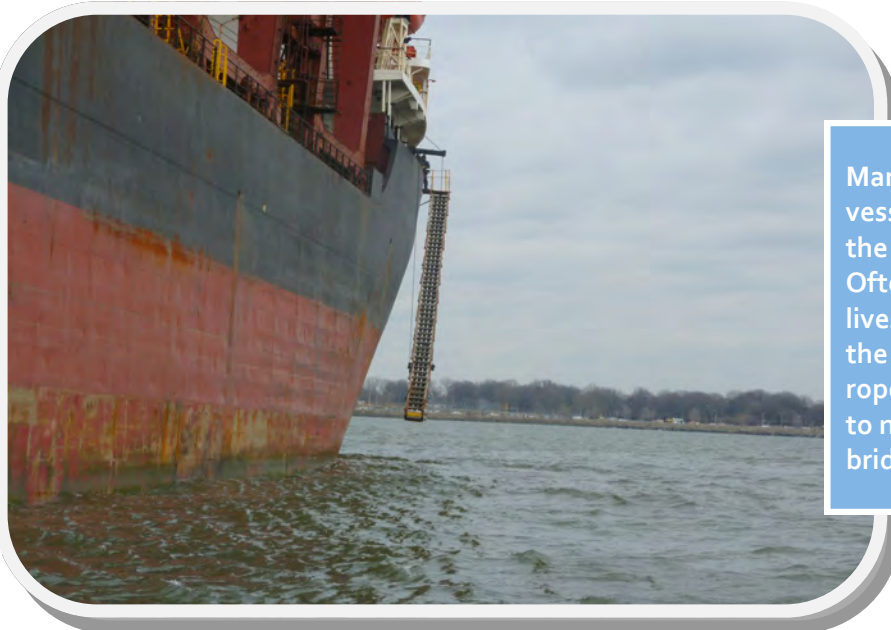
Maritime Pilots

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 2012, there were forty active New Jersey State licensed Maritime Pilots 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 September 18, 2012, is kept on file for two years.

At the Commission's May 15, 2012 regular meeting, Captain Leonard Evans was sworn in as a licensed Deputy Maritime Pilot. Captain Evans began his apprenticeship with the Sandy Hook Pilots Association on June 1, 2007. He is a graduate of the Massachusetts Marine Academy where he earned a Bachelor's of Science degree in Marine Safety and Environmental Protection. Prior to his apprenticeship, Captain Evans worked within the maritime industry for 13 years. He will be a valuable asset to the Sandy Hook Pilots Association.

Captain Karen Basciano was sworn in as a licensed Deputy Maritime Pilot at the Commission's December 18, 2012 regular meeting. Captain Basciano began her apprenticeship on October 1, 2007 with the Sandy Hook Pilots Association. She is a graduate of the United States Merchant Marine Academy where she earned a Bachelor's of Science degree in Business Management and Transportation. Captain Basciano's experience as a tug operator helped put her on the top of the Apprentice Selection list. We are confident that she will make an exemplary pilot.



Maritime Pilots board vessels on the open sea off the entrance to the harbor. Often at risk of their own lives, the pilots climb up the side of a vessel using rope ladders or gangways to make their way to the bridge.



Sandy Hook Pilots Association

The United New Jersey Sandy Hook Pilots Association
Captain Andrew McGovern, President

Active Maritime Pilots

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

Maritime Pilot Apprentices

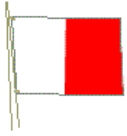
D.P. Einhorn, JR. G.A. Mergenthaler R.P. Pakalik K.J. Walsh M. Wanderer

Retired Maritime Pilots

| | | | |
|---------------|-----------------------|----------------|---------------|
| A.E. Braendly | R.D. Jones | J. Licata | F.E. Reil |
| J.F. Britton | T.J. Keating | D.M. Mercereau | J.L. Renesse |
| R.E. Cox | R.V. Keenan | W.G. Metting | D.T. Smith |
| C.W. Dahmen | G.W. Kissenberth | D.J. McInerney | 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 | T.J. Walsh |
| W.C. Hansen | C.A. Massey | J.H. Peterson | W.F. Winter |
| W.B. Hodgins | J.F. McCarthy | | |

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

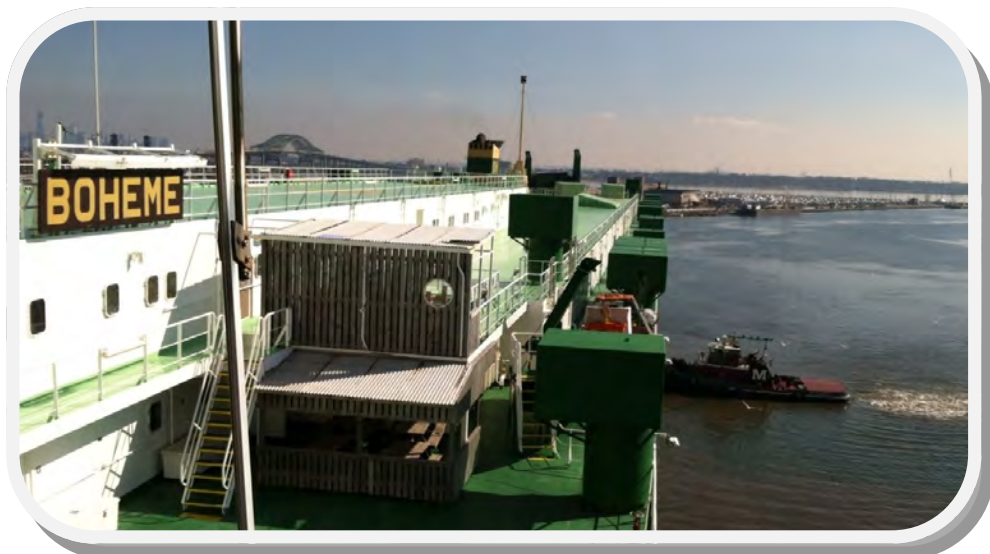
Docking Pilots are highly experienced ship handlers who dock and undock ships with the use of tugboats. Docking Pilots also handle intraport movements requiring tugboat assistance. In 2012, there were 33 New Jersey state licensed Docking Pilots employed by three independent Docking Pilot associations, Interport, Metro and Harbor Pilots.

The Docking Pilot Apprentice Selection Committee met in the spring of 2011 and selected a slate of seven (7) candidates for future apprentice selection positions. The list, which became effective on June 21, 2011, is kept on file and does not expire. The Apprentice Selection Committee, which is comprised of three industry representatives, one Commissioner and the Executive Director will meet every two years to replenish the list as needed.

At the Commissions February 21, 2012 regular meeting, Captain Jonathan Miller was sworn in as a New Jersey State licensed Docking Pilot for Metro Pilots Association. Captain Miller began his apprenticeship on January 19, 2010. He is a graduate of Massachusetts Maritime Academy where he earned a Bachelor's of Science degree in Marine Transportation. Prior to his apprenticeship, Captain Miller worked as a tug Captain and comes highly recommended.

Captain Christopher Baker was sworn in as a New Jersey State licensed Docking Pilot for Harbor Pilots of New York/New Jersey at the Commission's September 18, 2012 regular meeting. Captain Baker began his apprenticeship on September 18, 2007. He is a graduate of the University of Southern Maine. Captain Baker worked in several maritime positions, including writing freelance articles for the Professional Mariner Magazine while furthering his education. He has proven to be an asset to Harbor Pilots of New York/New Jersey.

With the use of radios, tugboats and an intricate knowledge of the channels the Docking Pilot brings the vessel to safely rest alongside its berth.





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

Active Pilots

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

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

J.M. Schnepf
 C.C. Sondergaard
 J.A. Tooker
 S. Zorovich

Retired Pilots

P. Harris

Apprentice Pilots

K. Pinto



Interport Pilots Association, LLC
 Captain Louis Bettinelli, President

Active Pilots

L.F. Bettinelli

D.M. Blair

S. Esposito

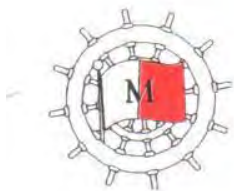
C.J. Jonas

Inactive Pilots

S.T. Richter
 J. Daub

Apprentice Pilots

A. Woodworth



Metro Pilots Association, LLC
 Captain Robert Flannery, President

Active Pilots

J.D. Bates
 D.J. Brown
 W.E. Clifford
 F.L. Dashkoff

T.A. Farrell
 R. Flannery
 K.R. Gadow
 D.E. Holmes

D.E. Mattsson
 J. Miller
 T. Nilsen
 B.J. Paiva

R. Reilly
 F.J. Reinbold
 R.P. Wieners

Inactive Pilots

W. Russell

Retired Pilots

J.M. Naughton
 G.A. Stitik

Apprentice Pilots

K. Gadow
 J. Casais

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

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 THOMAS F. DALY, Rumson, New Jersey. Mr. Daly is a graduate of Lafayette College and Georgetown University Law School. He is a retired partner of the law firm, McCarter & English. He is a former adjunct professor of Maritime Law and a Proctor of the Maritime Law Association of the United States and a Trustee of the National Maritime Historical Society. He was a licensed master mariner and has participated in the advanced ship handling program at the Massachusetts Maritime Academy and the National Transportation Marine Accident Investigation course. He is a Fellow of the American College of Trail Lawyers and the International Association of Barristers. Commissioner Daly was appointed to the Commission in 1991 and retired his Commission on February 2, 2012.

COMMISSIONER CHARLES E. STAPLETON, Annandale, New Jersey. Mr. Stapleton is a graduate of the University of North Carolina at Chapel Hill. He was a Lieutenant in the United States Navy and is a Vietnam Veteran. Commissioner Stapleton is the former Executive Director of the New Jersey State Senate. He is a licensed Coast Guard Captain and CEO of Stapleton Associates LLC, which provides government relations management services and liaison between government and businesses in New Jersey. Commissioner Stapleton was appointed to the Commission in May 2011.

COMMISSIONER STANLEY E. WIKLINSKI, Old Tappan, New Jersey. Member of the U.S. Naval Academy class of 1958 and holder of a Master of Fine Arts Degree from Yale University, Mr. Wiklinski served 8 and ½ years on active duty as a Commissioned Naval Officer, obtaining the rank of Lt. Commander. Graduate School and 13 years of active Naval Ready Reserve service followed. Mr. Wiklinski retired from the United States Naval Reserve with the Permanent rank of Commander. He served as the



Commissioners Thomas F. Daly and Stanley E. Wilklinski were honored at the Commission's September 18, 2012 meeting for their dedication and combined 40 years of service to the Commission. Pictured left to right are: Commissioners Timothy J. Dacey, Thomas F. Daly, Charles E. Stapleton, Stanley E. Wiklinski, Richard L. Amster (retired) and Charles Wowkanech.

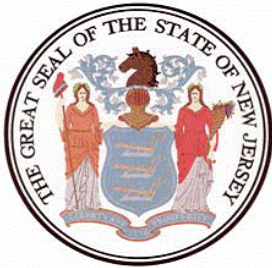
New Jersey Commissioner for Battleship New Jersey (BB-62) from 1985-1991. Commissioner Wiklinski was appointed to the Commission in December 1991 and retired from the Commission on October 1, 2012.

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.

2012 ANNUAL REPORT

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Newark, NJ 07105

Phone: 973-491-7693
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Website: www.state.nj.us/transportation/maritimepilot/

Fast Facts:

In 2012 the New Jersey Maritime Pilot and Docking Pilot Commission:

- ⇒ Licensed 4 new pilots.
- ⇒ Appointed 2 new apprentices.
- ⇒ Held a total of 10 meetings.
- ⇒ Collected \$167,244.25 in pilotage revenue.
- ⇒ Investigated a total of 31 occurrences.

Certification Pursuant to Executive Order No. 37

The New Jersey Maritime Pilot and Docking Pilot Commission's 2012 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, Jonathan Sarubbi, certify that during 2012, the Authority has, to the best of my knowledge, followed all of the Commission's standards, procedures and internal controls.

*Jonathan Sarubbi
Executive Director*

Fair Winds and Following Seas!