

**Minutes of the Regular Meeting of The
New Jersey Maritime Pilot and Docking Pilot Commission
April 15, 2025**

A hybrid meeting of the New Jersey Maritime Pilot and Docking Pilot Commission was held on Tuesday, April 15, 2025

Executive Session

The Commission entered Executive Session at 10:00am.

Convene to Public Session

A motion was made by Commissioner Roberts; seconded by Commissioner Kils that the Commission enter Public Session.

The motion passed unanimously.

The Commission entered public session at 10:21am.

Commissioner Dacey called the Public Session to order at 10:22am

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); Samuel Orr, Esq., Counsel, Authorities Unit (via ZOOM); Captain Jon Miller, President, Metro Pilots Association (present); Captain Russel Henchmann, President, Harbor Pilots Association (via ZOOM); Captain Timothy Ferrie, President, New Jersey Sandy Hook Pilots Association (via ZOOM); Captain Adam Richardson, President, Interport Pilots Association (present).

The following Pilots and Apprentices were in attendance for their annual reviews: Captain Brian Paiva, Captain Adam Richardson; Captain Chris Baker; Captain Scott Britton; Captain Luke Carrick; Captain Joseph Bosch.

Approval of April 15, 2025, Meeting Minutes

A motion was made by Commissioner Roberts; seconded by Commissioner Kils to approve the April 15, 2025, meeting minutes.

The motion passed unanimously.

Resolution #25-10 to Approve the April 2025, Treasurers Report

A motion was made by Commissioner Roberts; seconded by Commissioner Fixmer to pass Resolution #25-10 to approve the April 2025 Treasurers Report.

Ms. Stuckey pointed out that the Commission received the final invoice for the move to the new location. Initially New Jersey Transit quoted \$34,000, however the final invoice was \$9,000. The fee included the furniture and labor. Ms. Stuckey also informed the Commission that there was a fee on the report to replenish marketing items.

The motion passed unanimously.

Executive Directors Report

Ms. Stuckey welcomed Mr. Samuel Orr to the meeting. He was present to fill in for Mr. Dorian Smith.

Ms. Stuckey informed the Commission that the discussion on the agenda regarding the Commissions new hire will be in Executive Session.

Ms. Stuckey informed the Commission that the New York Commission will not sign the joint letter regarding unsafe gangways. They are under the belief that the letter should be sent by the Sandy Hook Pilots Association and not the Commissions. Ms. Stuckey explained that the New Jersey Commission represents the Docking Pilots in addition to the Sandy Hook Pilots. She will remove the New York Commission's name from the letter and proceed with the distribution.

Ms. Stuckey met with Captain Tim Ferrie, Captain Jim Mahlman and Mr. Kyle Weist to get feedback on the carabineer holders that were designed by Commissioner Kils. The feedback suggested that the pilots were concerned about taking a hand off

the ladder to dispatch the zip cord. Ms. Stuckey stated her belief that if a pilot was in extremis the issue of removing one hand to dispatch the unit would not present an issue. The New York Commission expressed their intent to move forward with the production of the unit and making it mandatory for all New York pilots to carry them. Ms. Stuckey advised them that because of potential liability issues, Commissioner Kils would need to seek legal advice before approving the reproduction of the holder. She will meet with the New York Commission once Commissioner Kils is satisfied with his research to discuss next steps.

Ms. Stuckey sent the Commissioners a draft of the commendation with the language and layout for the 2 plaques for the crews, New Jersey Pilot and Apprentice, that participated in the Search and Recovery mission on February 23, 2025. Ms. Stuckey proposed that the Commission sponsor a presentation ceremony at the pilot station during the change of shift so that the crew of the Pilot Boat New York and the America launch can be present. The Coast Guard is also interested in participating in the ceremony to present a commendation. After the ceremony, there will be a brief continental breakfast reception. The Commissioners agreed with the suggestion and requested that Captain Ferrie provide them with possible dates for the ceremony.

Ms. Stuckey has begun receiving reports of recreational vessels blocking the commercial channel. She stated that she will send another burst email to encourage the pilots to report these types of incidents. Ms. Stuckey advised Captain Andrechik of the Commissions initiative to compile this information. Once the information is compiled, he committed to sitting down with the Commission to discuss possible solutions to address the problem.

Ms. Stuckey reported that the Coast Guard decommissioned the Homeport webpage. It has been decommissioned because of the increasing cost of keeping the page updated and the belief that the page is obsolete. The Coast Guard is in the process of developing a new improved site called Homeport Solutions. In the meantime, they provided a list of sites on the Coast Guards website where interested parties can access needed information.

The Commissioners were given a copy of a proposal that Sandy Hook submitted to the Coast Guard requesting approval to move the Coloregs Demarcation line. Discussions to submit the proposal began before COVID, however it was put on hold. It has come to the forefront because after the Dali incident, the Coast

Guard requires most vessels to have escort tugs. The demarcation line delineates between inland and international rules of the road. Redrawing the line would allow the assist tugs to go beyond the 5 & 6 buys. The Pilots met with the Coast Guard, and they seem to be on board but requested time to work out "kinks" in the proposal. The Commission does not have to take any action; however, Ms. Stuckey wants to be able to tell the Coast Guard that the Commission supports the proposal. Commissioner Dacey informed Captain Ferrie that the proposal was well thought out. The commission stated their support for the proposal.

Ms. Stuckey provided the Commission with a copy of the latest advisory from the Deep Draft Working Committee. She stated that Captain Miller was present at the meeting and available to answer any questions from the Commissioners.

Ms. Stuckey provided the Commission with a copy of the ballot for the Maritime Associations Board of Directors elections. She will submit the Commissions proxy in support of Captain James Mahlman and Bethanne Rooney.

Commissioner Kils and Ms. Stuckey attended the annual Area Maritime Security Committee meeting. Ms. Stuckey stated her belief that the port is so efficiently run with the different Committees that the meetings seem somewhat redundant because the information provided is already in circulation. She will contact Captain Andrechik and pitch the idea of providing a ZOOM or TEAMS link for next year's meeting.

Ms. Stuckey stated that she has no vacation plans, however she intends to take several half days to handle personal business. During those days, she will remain available via email and telephone.

Committee Reports

A. Occurrence Investigation Committee:

1. Cape Tees - March 21, 2025. Based on the report, Ms. Stuckey recommended that the file be closed, and no fault found on the part of the Pilot. A motion was made by Commissioner Roberts; seconded by Commissioner Martinotti to accept the recommendations. The motion passed unanimously.

2. Mersini - March 31, 2025. (Carried).

3. Oslo Trader - April 2, 2025 (Carried).

Public Comment

Comments from Captain Timothy Ferrie, President, New Jersey Sandy Hook Pilots Association:

Captain Ferrie congratulated three of his pilots whose names were on the agenda for upgrades. He reported that March was a strong month for revenue and April has started strong.

Captain Ferrie stated that the meeting to discuss the carabineer holders was positive, however he does not believe that the Commission should make them mandatory. He stated that it would be a good gesture to offer them to the Pilots and believes that eventually they will warm up to utilizing them.

Captain Ferrie thanked Captain Jon Miller for the work he does on the Deep Draft Working Committee.

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

Captain Miller thanked Captain Ferrie for his kind words and stated his belief that everyone involved contributes to the success of the Committee. He stated that the meeting was a revival of meetings between the Port Authority, Deep Draft Committee, Army Corps and terminals that had not been convened in years. The meetings were revived because the Pilots requested them, and they will begin to have these meetings more frequently. The Army Corp is beginning to seek the advice from the Pilots on how to prioritize the deepening projects because the funds are limited. Ms. Bethanne Rooney from the Port Authority has stated that she will take the request for additional funding to Congress.

Captain Miller stated that Metro Pilots Association is pleased to have Mr. Brandon Twomey present at the meeting to be appointed an apprentice into their training program.

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

Captain Richardson reported that they are still cycling their boats through seasonal maintenance and had nothing further to report.

Comments from Captain Russel Henchmann, President, Harbor Pilots Association:

Captain Henchmann stated that Harbor Pilots Association has begun to have quarterly meetings to encourage a better flow of information within their group. They have not made any decisions on whether to call someone off the Apprentice Selection List.

Resolution #25-11 to Approve the Upgrade of Captain Peter Rooss to a Pilot of the Fourth Grade

Ms. Stuckey informed the Commissioners that Captain Rooss is not present at the meeting and the upgrade is a part of the new system that provides faster Deputy Pilots upgrades.

A motion was made by Commissioner Martinotti; seconded by Commissioner Wowkanech to approve Resolution #25-11 to Approve the Upgrade of Captain Petter Rooss to a Pilot of the Fourth Grade.

The motion passed unanimously.

Resolution #25-12 to Approve the Appointment of Brandon Twomey into the Metro Pilot Associations Apprentice Training Program.

A motion was made by Commissioner Roberts; seconded by Commissioner Wowkanech to approve Resolution #25-12 to Approve the Appointment of Brandon Twomey into the Metro Pilot Associations Apprentice Training Program.

The motion passed unanimously.

Mr. Twomey gave the Commission a summary of his background.

Ms. Stuckey reported that Mr. Twomey sat for 4 pilotage extensions since his name has been included on the Docking Pilot Apprentice Selection List. He has passed 2 and is waiting to receive the results from the others.

Presentation of Certificate of Appointment

Mr. Twomey was presented with a Certificate of Appointment by Ms. Stuckey.

Executive Session

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

The motion passed unanimously.

The Commission entered Executive Session at 11:01am.

Return to Public Session

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

The motion passed unanimously.

The Commission returned to public session at 11:32am.

Adjournment

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

The motion passed unanimously.

The meeting was adjourned at 11:33am.



Maritime Association of the Port of NY/NJ

1201 Corbin Street, Elizabeth NJ 07201 · Phone (212) 425-5704 · www.nymaritime.org
Since 1873

ANNUAL BOARD OF DIRECTOR ELECTION AND MEETING NOTICE

The Annual Meeting of the Maritime Association of the Port of NY/NJ will be held on Tuesday, April 22, 2025, at 1100 via Teams. The officer election for the Board of Directors will be held immediately following.

The duly elected Nominating Committee of the Maritime Association has submitted a slate of nominees for Directors to be voted on by the membership.

As per MAPONY/NJ by-laws, each individual regular member shall be entitled to cast one vote, and each corporate regular member shall be entitled to two votes.

THE FOLLOWING DIRECTORS ARE CURRENTLY SERVING ON THE BOARD OF THE MARITIME ASSOCIATION

Name	Company	Term Expiration
Joseph Hughes	Shipowners Claims Bureau	2026
Jason Kirin	Columbia Group	2026
Dennis Lombardi	IICL, Ltd	2026
John Nardi	Shipping Association of NY & NJ	2026
Joseph Ragusa	MMMCA	2026
Michael Taylor	Equinor Renewables America	2026

THE FOLLOWING NOMINEES ARE FOR THE POSITION OF DIRECTOR

This term will expire in 2027

Mark Kiely	Port Liberty Terminals
Kevin Corbett	Rutgers University
Michael DiVirgilio	Michael J. DiVirgilio & Assoc.
Jake Gilene	TRAC Intermodal
Steven Kalil	Caddell Dry Dock & Repair
Steven Kress	McAllister Towing & Transportation
James Mahlmann	Sandy Hook Pilots
James McNamara	International Longshoreman's Assoc.
James Overley	East Coast Warehouse
Brian Rau	Vane Brothers
Michael Stamatis	Red Hook Container Terminals

THE FOLLOWING NOMINEES ARE FOR THE POSITION OF DIRECTOR

This term will expire in 2028

Ronald D'Ambrosio	Norton Lilly International
Thomas Hinderhofer	Cape Liberty Cruise Port, LLC
Leslie O'Neal	Seamen's Church Institute
Bethann Rooney	Port Authority of NY & NJ

Stuckey, Andre (CPILAXS)

From: Maritime Association of the Port of NY/NJ <info@nymaritime.org>
Sent: Friday, April 11, 2025 12:26 PM
To: Stuckey, Andre (CPILAXS)
Subject: MAPONY/NJ 2025 Annual Meeting & Proxy

CAUTION: This e-mail originated from outside of NJ TRANSIT. Do not click links or open attachments unless you recognize the sender and know the content is safe.



NOTICE OF 2025 ANNUAL BOARD OF DIRECTOR ELECTION AND MEETING

The Annual Meeting & Board of Director election of the Maritime Association of the Port of NY/NJ will be held on Tuesday, April 22, 2025, at 1100 via Teams. The officer election for the Board of Directors will be held immediately following.

The duly elected Nominating Committee of the Maritime Association has submitted a slate of nominees for Director to be voted upon by the membership.

As per MAPONY/NJ by-laws, each individual member shall be entitled to cast one vote and each corporate member shall be entitled to two votes.

Please click below to access the Annual Election and Meeting Notice and Proxy. This proxy is to be signed and emailed to info@nymaritime.org or mailed to the Maritime Association of the Port of NY/NJ, C/O Stephen Lyman, 1201 Corbin Street, 3rd Floor, Elizabeth, NJ 07201. The deadline to return your proxy is Friday, April 18 at 1700. Any proxies received after the deadline will not be counted.

We appreciate your continued support and look forward to serving you in the future.

[CLICK HERE TO ACCESS THE PROXY](#)

Maritime Association of the Port of NY/NJ | 1201 Corbin Street Third Floor | Elizabeth, NJ
07201 US



Maritime Association of the Port of NY/NJ

1201 Corbin Street, Elizabeth NJ 07201 · Phone (212) 425-5704 · www.nymaritime.org
Since 1873

(Tear off here)

Please sign and respond by email or mail before 1700 on April 18, 2025, to the below email or address:

info@nymaritime.org

Maritime Association of the Port of NY/NJ
C/O Stephen Lyman
1201 Corbin Street
Elizabeth, NJ 07201

I, the undersigned member of the Maritime Association of the Port of NY/NJ, hereby appoint Stephen Lyman as my proxy to vote on my behalf at the Annual Meeting of the Maritime Association of the Port of NY/NJ, which will be held at 1100 on April 22, 2025. By this appointment, all other appointments previously made by the member, is revoked. This proxy hereby represents the member of the Maritime Association of the Port of NY/NJ and shall have the full power as the member's substitute to vote any issue, motion, or action that the member may have voted.

IN WITNESS WHEREOF, I have signed and delivered this document this ____ day of April 2025.

Legal Signature

Company

Print Name

Harbor Safety, Operations and Navigation Committee of the Port of NY and NJ- Deep Draft Working Group

April 2, 2025

Port Of New York and New Jersey

Dear Port Partners,

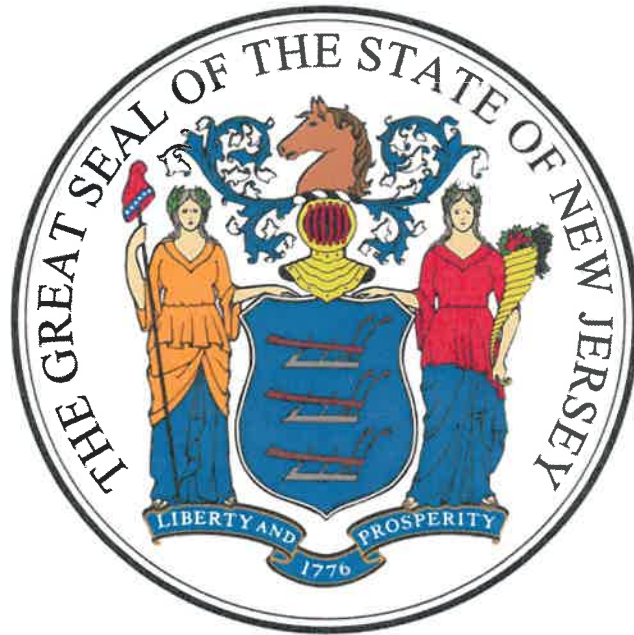
Recent dredging has facilitated an increase to the controlling depth of Port Jersey Channel to 49' MLLW which will increase the allowable deep draft of vessels transiting to Port Liberty Bayonne. Based on the latest available surveys released by the Army Corps of Engineers on March 20, 2025, the following guidelines will apply to vessels transiting Port Jersey Channel to Port Liberty Bayonne:

DRAFT	TIME/TIDE CONDITIONS REQUIRED (Arrival at Narrows or Sailing from Berth)
CV up to and including 41'	Anytime
CV up to and including 47' ULCV up to and including 47' SLCV/MLCV up to and including 46'	Between 1 and 2 hours AFTER Low or High Water Battery (Vessels missing window will be required to wait for next window)
CV greater than 47' ULCV greater than 47' SLCV/MLCV greater than 46' <i>Ship's Draft plus rise in tide up to 49'</i>	Between 1 and 2 hours AFTER High Water Battery Maximum draft in Port Jersey Channel is 49'

Respectfully,

Deep Draft Committee:

Co-Chairman Captain Russ Henschman, Co-Chairman Captain Jon Miller
Captain James Mahlmann, Captain Tim Ferrie, Matt Starace (VTS), Steve
Kress (McAllister Towing), Nate Hauser (Moran Towing)



Thank you for the bravery and courage you displayed in responding to the distress call of the Fiberglass 30' Grady White Fishing Vessel overturned in the Ambrose Channel on February 24, 2025.

Awarded to:

Apprentice Benjamin White



The New Jersey Maritime Pilot and Docking Pilot Commission

Commissioner Timothy Dacey

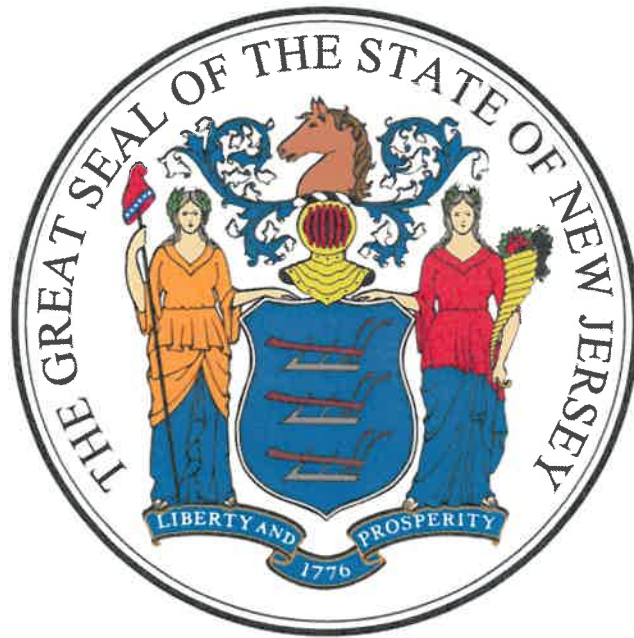
Commissioner Dana Martinotti

Commissioner Nicholas Fixmer

Commissioner Brendan Roberts

Commissioner Bjoern Kils

Commissioner Charles Wowkanech



Thank you for the bravery and courage you displayed in responding to the distress call of the Fiberglass 30' Grady White Fishing Vessel overturned in the Ambrose Channel on February 24, 2025.

Awarded to:

Captain Michael Vanek



The New Jersey Maritime Pilot and Docking Pilot Commission

Commissioner Timothy Dacey

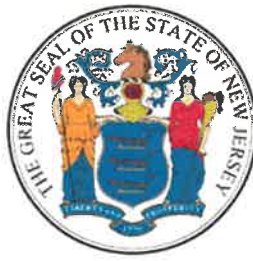
Commissioner Dana Martinotti

Commissioner Nicholas Fixmer

Commissioner Brendan Roberts

Commissioner Bjoern Kils

Commissioner Charles Wowkanech



The United New York & New Jersey Sandy Hook Pilots Benevolent Association provide pilotage services to all foreign flagged vessels and American vessels under register (regulated vessels) entering or departing the Port of New York/New Jersey, the Hudson River, the East River, Atlantic City, Jamaica Bay, and Long Island Sound on a 24-hour basis, 365 days of the year in all weather conditions and port circumstances. They value a rich and historic tradition committed to professionalism collaboration, integrity and respect.

On February 24, 2025, the Pilot Boat New York responded to a distress call near the Ambrose 1 and 2 buoys. The Pilot Boat New York and the America Class Launch were the first responders on the scene. Upon arrival they found a fiberglass 30' Grady White fishing vessel overturned with six people in the water. The crew of the America Class Launch acted swiftly and were able to retrieve four of the six people from the water. The crew of the Pilot Boat New York were able to quickly get the RHIB into the water to assist. Upon the arrival of the United States Coast Guard, the New York Fire Department and the Marine Police the Pilot Boat New York the America Class Launch remained on the scene to assist in the Search and Recovery effort which resulted in an additional person being retrieved from the water.

The United New York & New Jersey Sandy Hook Pilots Benevolent Association have a long history of being first responders in emergency situations. The Pilots, Apprentices, Crew and Union workers all responded bravely and heroically in this dangerous and tragic situation.

The members of the New Jersey Maritime Pilot and Docking Pilot Commission commend the following people for their bravery and courageous efforts during the Search and Recovery effort:

Apprentice Liam Gagliano, A/B Launch Operator
Dave Hall, C/E
Phil Handley, Steward
Curtis Paul, A/B Launch Operator
Neil Somma, Cook
Captain Michael Vanek, Senior Pilot
Thor Gunnarson, A/B Launch Operator
Shawn Hamilton, Steward
Captain Cornelius Keating, Senior Pilot
Luke Larson, Dayman
Apprentice Roy (Chase) Shaw, Captain PB
Captain Jeffrey Tuthill, Senior Pilot
Colby White, A/B Launch Operator

UNITED NEW YORK SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION
AND
UNITED NEW JERSEY SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION

USCG Sector New York
212 Coast Guard Dr.
Staten Island, NY 10305

Attention: Captain Jonathan Andrechik

Ref.: Proposal to Relocate the COLREGS Demarcation Line – 33 CFR
80 Atlantic Coast First District 80.165 (New York Harbor)

Dear Captain Andrechik,

On behalf of the Sandy Hook Pilots, we respectfully submit this request for your consideration and approval to relocate the demarcation line delineating those waters upon which mariners shall comply with the International Regulations for Preventing Collisions at Sea, 1972 (72 COLREGS) and those waters upon which mariners shall comply with the Inland Navigation Rules for New York Harbor. This demarcation line is currently defined in 33 CFR § 80.165. We propose restoring the demarcation line to its historic position before the adoption of the 1972 International Regulations for Preventing Collisions at Sea (COLREGS).¹ This adjustment will better reflect contemporary navigational practices and enhance maritime safety by clarifying the application of navigational rules within key approach channels.

The current demarcation line runs from East Rockaway Inlet Breakwater Light to Sandy Hook Light. Historically, before the adoption of the 1972 COLREGS, this line extended from Navesink Highlands Light to the Ambrose Light Ship and then to the Cupola opposite the Marine Parkway Bridge. This placement ensured that vessels approaching the port from Sea would adhere to International Rules before transitioning to Inland Rules upon entering the pilot boarding grounds and navigating the narrow entrance channels to the Port of New York and New Jersey.

Since the adoption of the 1972 COLREGS, several significant changes have altered the geographic and operational landscape of this area. The Gedney Channel, once the primary route for vessels bound to and from Perth Amboy, has been abandoned in favor of the deepened Sandy Hook Channel Bay Reach. The Swash Channel, once the compulsory passage for towing vessels, is rarely used due to the increased size of modern tows and the flexibility they have to use the Ambrose Channel. The most impactful change was the 2008 extension of the Ambrose Channel to accommodate NEOPANAMAX vessels, placing the RW "A" Morse Alpha buoy near the historic position of the Ambrose Light Ship.

Despite these profound changes, the COLREGS Demarcation Line has remained static. As a result, the line now cuts across the two key navigational routes, Ambrose and Sandy Hook

¹ The 1972 COLREGS Convention updated and replaced the Collision Regulations of 1960 which were adopted at the same time as the 1960 International Convention for the Safety of Life at Sea (SOLAS) was initially adopted.

UNITED NEW YORK SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION
AND
UNITED NEW JERSEY SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION

Channels, creating a situation where vessels within these confined waterways are subject to conflicting rule sets. These conflicts and ambiguities impose operational complexity and safety risks, as vessels navigating these narrow channels must switch between International and Inland Rules depending on their location.

The practical consequences of this inconsistency are significant. For example, a power-driven vessel outbound inshore of the Ambrose Buoys "5" and "6" would follow Inland Rules, signaling *one whistle* to indicate an intention to leave another vessel to port. That same vessel, just seaward of Buoys "5" and "6", would be governed by International Rules, where *one whistle* indicates an alteration of course to starboard. Additional inconsistencies in the application of the Rules of the Road exist in this approximately 5-mile span of the navigable channels: An inbound vessel that is power-driven wishing to overtake another inbound vessel between the "A" and Buoys "5" and "6" within the confines of the narrow channel will not sound the whistle signals prescribed in Rule 9(e) of the International Rules but rather sound the signals prescribed in Rule 9(e) of the Inland Rules as referenced in Rule 34(c). A vessel *constrained by her draft* is privileged only seaward of Ambrose Buoys "5" and "6". There are also numerous differences in day shapes and lights, most notably those of towing vessels, which now navigate regularly in the same channels as seagoing ships.

These inconsistencies can lead to confusion, undermine the uniformity intended by the COLREGS, and potentially degrade navigation safety in this vital waterway. These inconsistencies could be avoided by relocating the COLREGS Demarcation Line.

In addition to concerns regarding the conflicting application of International and Inland Rules of the Road, practical complications have also emerged following the allision of the container ship *Dali* with the Francis Scott Key Bridge. In response to increased scrutiny by the States of New York and New Jersey and the U.S. Coast Guard, vessels experiencing engine, generator, propulsion, or steering issues often require escort tugs during transit into the harbor. However, due to the requirements of 46 CFR 15.1101(a)(2)(i), the crews of towing vessels under 200 GRT (500 GT) on near-coastal voyages within 200 miles offshore—and those of any size operating solely on inland waters—are not required to meet the STCW certification standards. As a result, escort tugs frequently lack the necessary certification to operate seaward of the current COLREGS Demarcation Line.

A recent incident in December 2024 illustrates this issue. The *Cezanne*, a sister ship of the *Dali*, called on the Port of New York and New Jersey with generator deficiencies and was ordered to secure a tug escort for its approach. Despite the pilot's request for the escort to begin at the Ambrose Buoys "1" and "2", the escort tugs could not meet the vessel at the entrance of the channel due to crew certification limitations beyond the COLREGS Demarcation Line. Relocating the demarcation line to the entrance of the navigable channel would resolve this operational barrier, ensuring that tugs can provide the necessary assistance without regulatory impediments.

The COLREGS Demarcation Line should be relocated to align with the current operational and geographic realities in the approaches to New York Harbor and to resolve the unnecessary ambiguities in applying the Inland and International Rules. The Sandy Hook Pilots,

UNITED NEW YORK SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION
AND
UNITED NEW JERSEY SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION

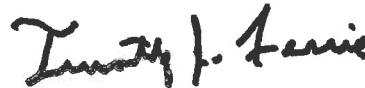
therefore, **propose amending** 33 CFR § 80.165 to have the new Demarcation Line as a **line from Highlands Light (LLNR 35025) to the Jones Inlet Light (LLNR 30890), which intersects the RW "A" Morse Alpha Buoy.** This adjustment would not only bring regulatory clarity and ensure that vessels transiting narrow channels are uniformly subject to the Inland Rules while those operating in the approaches to New York follow the International Rules but would also facilitate critical tug escort and assist operations during engine or steering casualties.

Historical precedents support this proposal; the line, after all, has been moved in the past. More importantly, amending the Demarcation Line will promote safer and more efficient navigation in one of the nation's principal ports by reducing regulatory ambiguity and mitigating liability risks. We respectfully urge your favorable consideration of this request. Please do not hesitate to contact me if you require additional information or technical assistance to facilitate your review.

Very truly yours,



Captain James H. Mahlmann
President
United New York Sandy Hook
Pilots' Benevolent Association



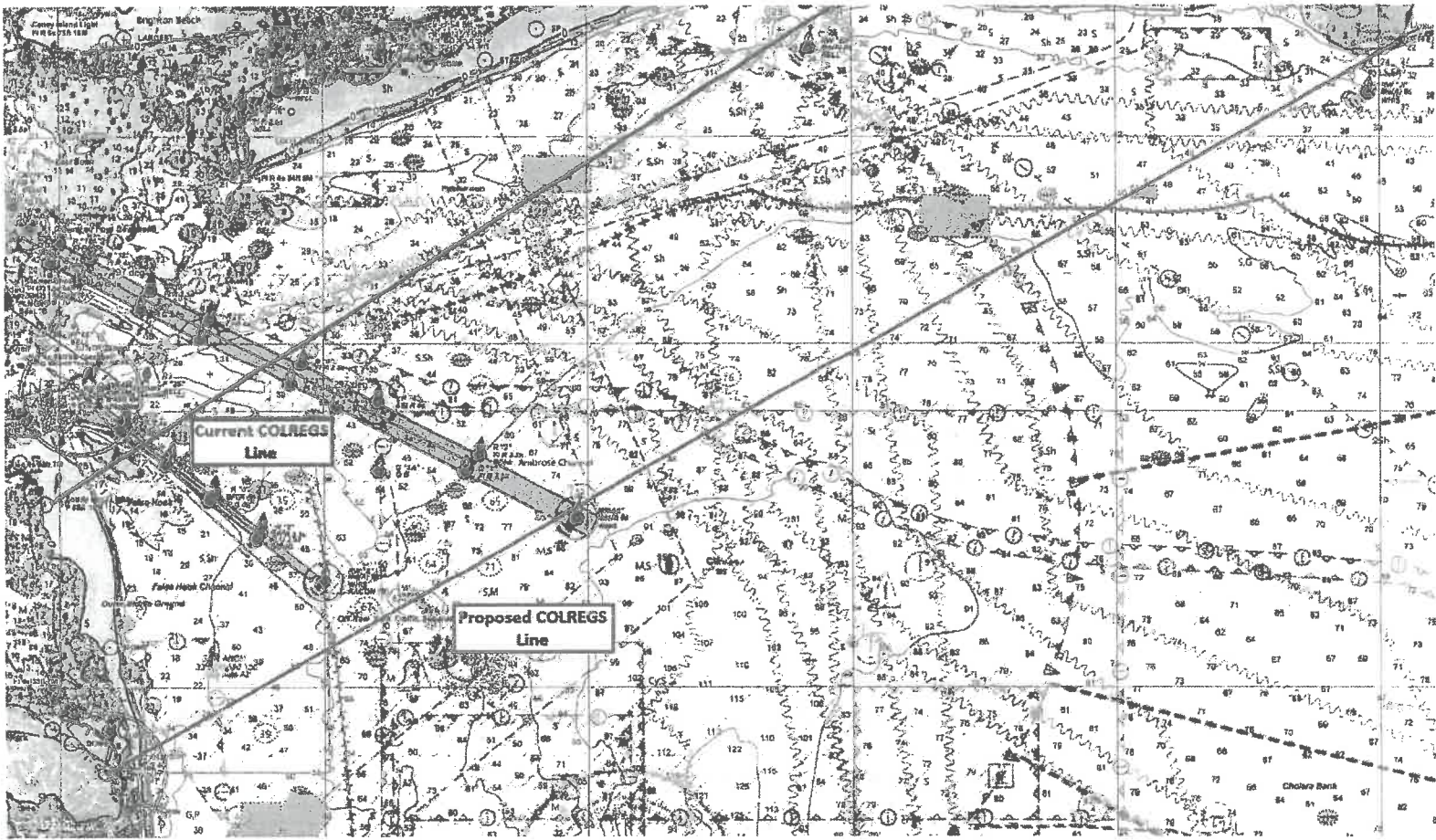
Captain Timothy J. Ferrie
President
United New Jersey Sandy Hook
Pilots' Benevolent Association

Attachments:

- A – Excerpt of NOAA Chart 12326 – Approaches to New York
- B – Excerpt of Maritime Executive article "Dali Sister Ship Back Underway After 23 Days Adrift"

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

Board of Commissioners of Pilots
of the State of New York
One Battery Park Plaza 31st Floor
New York, NY 10004-1405



Double-digit Gains for Total Volume and Autos in February at the Port of NY and NJ



February was a robust month for the Port of New York and New Jersey, with imports, exports, autos, and rail all posting positive numbers. February's total volume of 699,240 TEUs (384,433 containers) represented a 10.6 percent increase from the 632,455 TEUs (349,792



Type Search Term...

Newsletter Signup

RECENT POSTS

- [The ONE Eagle Lands at the Port of New York and New Jersey](#)
- [Double-digit Gains for Total Volume and Autos in February at the Port of NY and NJ](#)
- [2025 Begins with a Surge in Total Volume and Imports at Port of NY & NJ](#)
- [PORT AUTHORITY REACHES LANDMARK AGREEMENT WITH APM TERMINALS ON LEASE EXTENSION, POSITIONING EAST COAST'S BUSIEST](#)

containers) recorded in February 2024. This rise brings the yearly total volume to 1,419,987 TEUs (783,934 containers).

Imports rose by 7.4 percent in February, totaling 356,918 TEUs (196,321 containers) versus 332,241 TEUs (183,665 containers) recorded the previous year. This increase brings the total imported loads for the first two months of 2025 to 735,550 TEUs (406,597 containers), a 9 percent increase from the 675,031 TEUs (373,364 containers) posted in the same period of 2024.

The Port of New York and New Jersey exported 107,335 TEUs (57,474 containers) in February, a 5.6 percent increase from the 101,636 TEUs (54,505 containers) exported the previous year. A total of 206,041 TEUs (110,178 containers) were exported in January and February, a 2 percent decline from the 206,360 TEUs (110,395 containers) exported in the same period of 2024.

Export empties increased by 19.2 percent, totaling 233,839 TEUs in February versus 196,213 TEUs the previous year. A total of 475,590 TEUs moved through the Port of New York and New Jersey in the first two months of 2025, a 14.9 percent increase from the previous year's 414,091 TEUs. Import empties fell by 35 percent from January through February 2025 compared to the same period in 2024.

A total of 53,673 containers were moved by rail in February at the Port of New York and New Jersey, representing a 1.4 percent increase from the previous year's February figure. Rail volume from January through February was 0.2 percent greater than in the same period of 2024.

PORT FOR FURTHER GROWTH

- [Port of NY & NJ Welcomes Largest Vessel Ever, the OOCL Iris](#)

CATEGORIES

- [Capital Investments](#)
- [Cargo Volumes](#)
- [Costs](#)
- [Econ Insight](#)
- [Environmental Initiatives](#)
- [Events](#)
- [Industry News/Advisory](#)
- [Maiden Voyage/Inaugural Port Call](#)
- [Monthly Cargo Volumes](#)
- [New Programs](#)
- [New Service Information](#)
- [Port Master Plan](#)
- [Safety and Security](#)
- [Terminal News](#)
- [Trade Stats](#)
- [Traffic Advisory](#)
- [Uncategorized](#)
- [Weather Advisory](#)
- [Workforce Development](#)

Autos had a strong February at the Port of New York and New Jersey, totaling 26,210, a 32.6 percent increase from the previous year. This figure boosted auto volume for January through February 2025 by 5.3 percent when compared to the same period of 2024.

View monthly cargo volume [here](#).

On: April 4, 2025 / In: Cargo Volumes, Monthly Cargo Volumes

Previous Post: [2025 Begins with a Surge in Total Volume and Imports at Port of NY & NJ](#)

Next Post: [The ONE Eagle Lands at the Port of New York and New Jersey](#)

ECON INSIGHT PODCAST

- [Econ Insight Episode 17: Metro New York and the 2015 Construction Boom](#)

ECON INSIGHT PODCAST ARCHIVES

- [Listen to more podcasts](#)

FOLLOW US



USEFUL LINKS

- [Services](#)
- [Ocean Shipping Schedule](#)
- [Rail Schedule](#)
- [Bayonne Bridge](#)
- [Council on Port Performance](#)

The ONE Eagle Lands at the Port of New York and New Jersey



Type Search Term...

Newsletter Signup

RECENT POSTS

- [The ONE Eagle Lands at the Port of New York and New Jersey](#)
- [Double-digit Gains for Total Volume and Autos in February at the Port of NY and NJ](#)
- [2025 Begins with a Surge in Total Volume and Imports at Port of NY & NJ](#)
- [PORT AUTHORITY REACHES LANDMARK AGREEMENT WITH APM TERMINALS ON LEASE EXTENSION, POSITIONING EAST COAST'S BUSIEST](#)



The Port of New York and New Jersey marked a new milestone on March 28, celebrating the maiden voyage of the ONE Eagle at Port Liberty Bayonne. The 14,026 TEU capacity cargo ship is the first vessel to call the Port of New York and New Jersey from the Premier Alliance, a cooperation of three shipping lines: HMM, Ocean Network Express (ONE), and Yang Ming Transportation.



ONE Eagle's arrival was recognized with a small ceremony on board hosted by Captain Gagandeep Singh. Bethann Rooney, port director of the Port of New York and New Jersey, presented a plaque to mark the occasion. Others in attendance included Rado Saragih from the Port of New York and New Jersey, Brian Jackson and Bob Nixon of Port Liberty Bayonne, Peter Mastandrea and Melissa Spata from ONE.

PORT FOR FURTHER GROWTH

- Port of NY & NJ Welcomes Largest Vessel Ever, the OOCL Iris

CATEGORIES

- Capital Investments
- Cargo Volumes
- Costs
- Econ Insight
- Environmental Initiatives
- Events
- Industry News/Advisory
- Maiden Voyage/Inaugural Port Call
- Monthly Cargo Volumes
- New Programs
- New Service Information
- Port Master Plan
- Safety and Security
- Terminal News
- Trade Stats
- Traffic Advisory
- Uncategorized
- Weather Advisory
- Workforce Development



The Premier Alliance, established in February 2025, was founded to optimize capacity, improve cost efficiency, expand market coverage, and enhance service reliability. The alliance comprises a fleet of over 300 container vessels with a total capacity of 3 million TEUs serving 24 dedicated service routes from Asia, primarily connecting to North America’s East and West Coasts, the Mediterranean, North Europe, and the Middle East. The ONE Eagle is part of the alliance’s newly launched EC3 Service, which connects Vietnam to the U.S. East Coast via the Cape of Good Hope and makes a double call at the Port of New York and New Jersey.

ECON INSIGHT PODCAST

- [Econ Insight Episode 17: Metro New York and the 2015 Construction Boom](#)

ECON INSIGHT PODCAST ARCHIVES

- [Listen to more podcasts](#)

FOLLOW US



USEFUL LINKS

- [Services](#)
- [Ocean Shipping Schedule](#)
- [Rail Schedule](#)
- [Bayonne Bridge](#)
- [Council on Port Performance](#)



Date: 3/11/2025 Time: 21:38
 Vessel: 9V9088/THOR INDEPENDENCE
 Pilot: Timothy G. Newman(162)
 Master:
 Conditions:
 Order #: 01579
 Origin: Sea(Sea)
 Destination: Berth 34 Port Newark(Berth)

TGN

Applicable Ladder Arrangements (check all that apply):

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

NO GANGWAY TO GET ASHORE. CALLED AGENT AND ORDERED MILLERS LAUNCH TO COME

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

- General Arrangement (ie: insufficient lightning, no officer, unsafe desk 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.)

No way to disembark

Additional Remarks

Pictures
 No images



Date: 3/17/2025 Time: 19:35
 Vessel: MBPR5/STENA IMPERO
 Pilot: John J. DeCruz(122)
 Master:
 Conditions: Clear daylight moderate wind
 Order #: 01992
 Origin: KMI 2(Berth)
 Destination: Sea S/W(Sea)

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 desk 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.)
 very steep angle. No deep footings on the gangway. safety net covering handrails.

Additional Remarks

Reported to Sector NY PSC.



PORT AUTHORITY REACHES LANDMARK AGREEMENT WITH APM TERMINALS ON LEASE EXTENSION, POSITIONING EAST COAST'S BUSIEST PORT FOR FURTHER GROWTH



Type Search Term...

Newsletter Signup

RECENT POSTS

- PORT AUTHORITY REACHES LANDMARK AGREEMENT WITH APM TERMINALS ON LEASE EXTENSION, POSITIONING EAST COAST'S BUSIEST PORT FOR FURTHER GROWTH
- Port of NY & NJ Welcomes Largest Vessel Ever, the OOCL Iris
- Leadership from the Port of New York and New Jersey to Attend TPM25
- East Coast's Busiest Seaport Charts Growth



Lease Agreement Secures Major Investments and Capacity Enhancements at Port of New York and New Jersey's Second-Largest Container Terminal

Agreement Establishes New Framework for Public-Private Partnerships and Strengthens Port's Ability to Handle Growing Cargo Demand, Delivering Goods that Power the Region

Proposed Deal Subject to Vote by Port Authority Board of Commissioners on March 27

The Port Authority of New York and New Jersey today announced a landmark 33-year lease extension with APM Terminals, the operator of the Port of New York and New Jersey's second-largest container terminal. This agreement includes major investments and capacity enhancements by APM Terminals at its container terminal, setting a new framework for container terminal agreements and further strengthening the East Coast's busiest port to meet rising cargo demand.

APM Terminals is an independent division of Denmark-based A.P. Møller – Mærsk, an integrated [logistics company](#). Its lease extension with the Port Authority takes the unique, nontraditional approach of incorporating performance, infrastructure, and sustainability requirements into the contract, ensuring steps are taken to

Following Turbulent
2024

- [First-of-its-Kind Supply Chain Panel Turns 10](#)

CATEGORIES

- [Capital Investments](#)
- [Cargo Volumes](#)
- [Costs](#)
- [Econ Insight](#)
- [Environmental Initiatives](#)
- [Events](#)
- [Industry News/Advisory](#)
- [Maiden Voyage/Inaugural Port Call](#)
- [Monthly Cargo Volumes](#)
- [New Programs](#)
- [New Service Information](#)
- [Port Master Plan](#)
- [Safety and Security](#)
- [Terminal News](#)
- [Trade Stats](#)
- [Traffic Advisory](#)
- [Uncategorized](#)
- [Weather Advisory](#)
- [Workforce Development](#)

enable the terminal to handle growing cargo volumes while prioritizing customer service and sustainability. This extension, along with similar long-term agreements with other major tenants at the port, is a key step in growing the port's business, building confidence across the supply chain and solidifying the Port of New York and New Jersey's position as a reliable, efficient gateway for goods.

"Our region is an irreplaceable driver of the U.S. economy, serving as home to one of the busiest ports in our nation's supply chain," **said New Jersey Governor Phil Murphy.** "In addition to getting goods into the hands of millions of consumers across the country, the Port of New York and New Jersey creates hundreds of thousands of good-paying jobs for our communities. This lease extension with APM Terminals will play an important role in sustaining the growth and competitiveness of our port."

"This landmark agreement with APM Terminals underscores the essential role the Port of New York and New Jersey will continue to play in powering the regional and national economy," said **Port Authority Chairman Kevin O'Toole.** "APM has been a trusted partner at the port for decades, and we're eager to build on that strong foundation as we push towards our shared goals of growing this gateway's productivity, efficiency, and dependability for the good of the region and the nation."

"This lease extension secures transformative infrastructure and capacity enhancements at the second-largest container terminal in the East Coast's busiest port," said **Port Authority Executive Director Rick Cotton.** "These commitments will enable the Port of New York and New Jersey to move more goods, create more jobs, and further cement its role as an essential driver of our region's economy and our nation's supply chain."

ECON INSIGHT PODCAST

- [Econ Insight Episode 17: Metro New York and the 2015 Construction Boom](#)

ECON INSIGHT PODCAST ARCHIVES

- [Listen to more podcasts](#)

FOLLOW US



USEFUL LINKS

- [Services](#)
- [Ocean Shipping Schedule](#)
- [Rail Schedule](#)
- [Bayonne Bridge](#)
- [Council on Port Performance](#)

“This agreement delivers long-term certainty for the port, its customers, and the entire supply chain,” said **Bethann Rooney, port director at the Port Authority of New York and New Jersey**. “With APM Terminals’ commitment through 2062, we are solidifying the Port of New York and New Jersey as a stable, reliable choice for shippers — one that is well-positioned to handle growing cargo demand while maintaining its reputation for world-class efficiency and service.”

The Port Authority Board of Commissioners will vote on the lease extension at its meeting on March 27. APM Terminals’ new lease extends the term through December 2062, from its current expiration in December 2029, and requires payment to the Port Authority of an extension fee and modified annual rental payments.

As part of the agreement, APM Terminals will invest over \$500 million over the coming years to enhance cargo-handling capacity at its 350-acre terminal. APM Terminals has also committed to the replacement and maintenance of all wharf and berth structures. This investment supports the Port Authority’s [Port Master Plan 2050](#), which anticipates cargo volumes doubling or tripling by mid-century. APM Terminals has also committed to future capacity enhancements driven by demand. Additionally, the Port Authority and APM Terminals will expand the lease to include portions of an adjacent parcel of land to APM Terminals for enhanced productivity.

Building on the Port Authority’s industry-leading sustainability initiatives, APM Terminals has pledged to achieve net-zero greenhouse gas emissions in its operations and support the Port Authority’s goal of [reaching net zero agency-wide by 2050](#). Under the new agreement, APM Terminals will invest in zero-emission

cargo-handling equipment over the coming years. As a Port Authority lessee, the terminal operator is also subject to the Port Authority's marine terminal tariff, which incentivizes the adoption of cleaner equipment as new technology becomes commercially available.

The agreement also strengthens collaboration between the Port Authority and APM Terminals on key priorities, including safety and security, innovation, customer experience, performance standards, and enhanced reporting on terminal operations.

With this lease extension, most of the Port of New York and New Jersey's major tenants are now secured under long-term agreements — APM Terminals through 2062, Port Liberty Bayonne and New York [through 2047](#), and Port Newark Container Terminal [through 2050](#). This long-term certainty strengthens the port's position as a stable, reliable hub for global trade and provides terminal operators with the confidence to make long-term investments.

The Port of New York and New Jersey is the busiest port on the East Coast and among the top three busiest in the country as the first East Coast port of call for the vast majority of transatlantic container vessels. In 2024, it handled approximately \$264 billion worth of goods, moving 8.7 million TEUs (twenty-foot equivalent units). Port operations supported more than 563,000 industry jobs in the New York-New Jersey-Pennsylvania region, according to a [study of 2022 maritime economic activity](#) by the Shipping Association of New York and New Jersey.

#



Trump Appoints Top Naval Strategist Brent Sadler To MARAD

[John Konrad](#)

Total Views: 3695 🔥

March 25, 2025

Share this article

657
Shares

231

204

215

by John Konrad (gCaptain) In a significant and long-awaited move that could reshape the trajectory of American maritime policy, retired U.S. Navy Captain Brent Sadler, a former submariner, has been [officially nominated](#) by President Trump to serve as the next Administrator of the Maritime Administration (MARAD) and, by extension, Commandant of the U.S. Merchant Marine. The nomination was submitted to the Senate yesterday, following the resignation of former Administrator [Ann Phillips](#) earlier this year.

This is not just a personnel change, it's a potential turning point.

For decades, MARAD has suffered from institutional neglect, [manpower shortages](#), policy drift, [rape scandals](#), and a chronic inability to keep pace with the geopolitical stakes of a maritime century. Now, the nomination of Sadler signals a potential course correction.



Sadler, a veteran naval officer and [senior fellow at the Heritage Foundation](#) (the think tank behind Project 2025 but also several maritime initiatives), has been one of the few voices in Washington consistently beating the drum on maritime readiness, sealift capacity, and the critical role of the U.S. Merchant Marine in strategic competition. He's not just another bureaucrat with a résumé. He's a serious policy strategist who understands that America bleeds influence without hulls in the water, flags on sterns, and skilled mariners at the helm.

It's official. My friend Captain [@brentdsadler](#) (USN ret) has been nominated to be the next Commandant of the US Merchant Marine

(And Administrator of [@DOTMARAD](#))

12:36 PM · Mar 25, 2025



309



Reply



Copy link

[Read 18 replies](#)

Sadler is also a vocal opponent of DEI initiatives and believes in restoring merit and excellence to the US Merchant Marine Academy. He is a critic of the UN's [International Maritime Organization](#) and [Chinese Maritime policy](#) but a strong proponent of [Naval Diplomacy](#) and maritime alliances. He is the author of [U.S. Naval Power in the 21st Century](#) and coauthor of [Returning from Ebb Tide, Renewing The United States Commercial Maritime Enterprise](#).

Sadler is a strong candidate who will put America first but sources tell gCaptain several maritime unions are disappointed that, once again, a seasoned merchant mariner has not been selected to lead the Merchant Marine. It's been decades since a professional mariner has held the top spot at MARAD—a disheartening trend that sidelines the invaluable experience and insights that only those who have sailed the world's trade routes can provide. The last MARAD Administrator to hold a Masters Unlimited license was Captain William G. Schubert in 2001. Hopefully, his deputy will be a US merchant marine captain or chief engineer.

This pattern raises concerns about the agency's direction and its ability to truly understand and advocate for the needs of our Merchant Marine. The recent tenure of former Administrator Ann Phillips, a retired Navy Rear Admiral, was marked by a notable lack of public engagement and effectiveness. Her leadership was characterized by an elusive presence, earning her the moniker "[the Ghost Admiral](#)." During critical

Let's be clear: the role of MARAD Administrator is not ceremonial. This office oversees the U.S. Maritime Service, maintains the [rusting National Defense Reserve Fleet](#), anemic [Shipyard financing](#), [lagging Merchant Marine recruitment](#) and training, and plays a central role in [mobilization of fuel and logistics in times of crisis or war](#). And in this era of great power competition, when China is launching new ships every few weeks and the Red Sea is a shooting gallery, the stakes couldn't be higher.

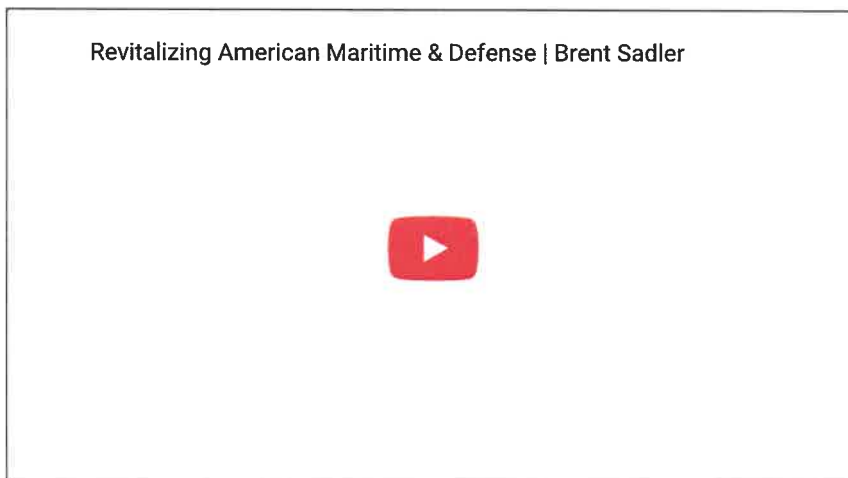
While MARAD has [failed in these missions for decades](#), it remains a tiny office with fewer than 800 employees—just a fraction of the 45,000 people its sister agency, the FAA, employs. But now, for the first time since Nixon, the nation has a National Security Advisor—[Mike Waltz, originator of the SHIPS for America Act](#)—and a [President determined to rebuild](#) both commercial and naval shipbuilding strength.

Brent Sadler's nomination gives MARAD the chance to become what it *should* be: a command center for maritime strategy, industrial resurgence, and sealift dominance. This is an opportunity to write meaningful maritime strategy and forge a bold vision—a Merchant Marine not as an afterthought to the Navy, but as a critical enabler of national power.

However, let's not get ahead of ourselves. Confirmation isn't guaranteed. Sadler must navigate the challenging waters of Senate hearings, defend his record, and demonstrate that American maritime strength isn't merely nostalgia—it's necessity. As a [prolific contributor on X](#), there is no shortage of information for the Senate to review.

gCaptain will be watching closely. Because this isn't just about one man; it's about a smaller, orphaned DOT administration that needs to be overhauled and rebuilt. And it's about whether this country still has the will to command the seas—not just in battle, but in trade, in supply, in the raw projection of national will across the globe.

Related Video – Revitalizing American Maritime & Defense with Brent Sadler



Tags:

marad

2025 Begins with a Surge in Total Volume and Imports at Port of NY & NJ



The Port of New York and New Jersey started 2025 with positive upswings in total volume and imports. Total volume for January was 720,747 TEUs (399,501 containers), an 8 percent rise compared to the 667,346 TEUs (368,099 containers) posted in January 2024. Imports showed an impressive 10.5 percent increase over last January's numbers, totaling 378,632 TEUs (210,276



Type Search Term...

Newsletter Signup

RECENT POSTS

- [2025 Begins with a Surge in Total Volume and Imports at Port of NY & NJ](#)
- [PORT AUTHORITY REACHES LANDMARK AGREEMENT WITH APM TERMINALS ON LEASE EXTENSION, POSITIONING EAST COAST'S BUSIEST PORT FOR FURTHER GROWTH](#)
- [Port of NY & NJ Welcomes Largest Vessel Ever, the CL Iris](#)

containers) compared to 342,790 TEUs (189,699 containers) in 2024.

The Port of New York and New Jersey exported 98,706 TEUs (52,704 containers) in January, a 5.7 percent decrease in volume from the 104,724 TEUs (55,890 containers) in January 2024. Export empties increased by 11 percent in January, totaling 241,751 TEUs compared to 217,878 TEUs in January 2024. Import empties fell by 15.1 percent in January versus the same period in 2024.

Rail volume decreased slightly (1 percent) from last January's figure, totaling 52,487 containers, while the 23,241 autos that moved through the Port of New York and New Jersey in January represented a 14.5 percent decrease compared to the previous year.


View monthly cargo volume [here](#).

On: March 27, 2025 / In: Cargo Volumes, Monthly Cargo Volumes

Previous Post: [PORT AUTHORITY REACHES LANDMARK AGREEMENT WITH APM TERMINALS ON LEASE EXTENSION, POSITIONING EAST COAST'S BUSIEST PORT FOR FURTHER GROWTH](#)

- [Leadership from the Port of New York and New Jersey to Attend TPM25](#)
- [East Coast's Busiest Seaport Charts Growth Following Turbulent 2024](#)

CATEGORIES

- [Capital Investments](#)
- [Cargo Volumes](#)
- [Costs](#)
- [Econ Insight](#)
- [Environmental Initiatives](#)
- [Events](#)
- [Industry News/Advisory](#)
- [Maiden Voyage/Inaugural Port Call](#)
- [Monthly Cargo Volumes](#)
- [New Programs](#)
- [New Service Information](#)
- [Port Master Plan](#)
- [Safety and Security](#)
- [Terminal News](#)
- [Trade Stats](#)
- [Traffic Advisor](#) 
- [Uncategorized](#)
- [Weather Advisory](#)

- [Workforce Development](#)

ECON INSIGHT PODCAST

- [Econ Insight Episode 17: Metro New York and the 2015 Construction Boom](#)

ECON INSIGHT PODCAST ARCHIVES

- [Listen to more podcasts](#)

FOLLOW US



USEFUL LINKS

- [Services](#)
- [Ocean Shipping Schedule](#)
- [Rail Schedule](#)
- [Bayonne Bridge](#)
- [Council on Port Performance](#)



DALI Drama: Baltimore Bridge To Nowhere

By JAMES E. MERCANTE

March 25, 2025

It has been one year since the massive cargo ship DALI knocked down the Francis Scott Key Bridge in Maryland on March 26, 2024. It was shocking to see a shoreside video of the iconic bridge collapse like bowling pins with one solid strike.

On impact just after 1:00 a.m., six construction workers on the bridge went airborne into the river below to their deaths, two others were injured, one crewmember on the bow of the ship was injured from falling wreckage. The Port of Baltimore was shut down for months as salvage crews worked to remove the ship from the Patapsco River along with thousands of tons of bridge wreckage off the ship and out of the water.

The early conspiracy theory fuses have fizzled like duds, but litigation has exploded. Billions in claims have been filed against the ship owner Grace Ocean Private Limited and its management company Synergy Marine Pte, Ltd. in United States District Court of Maryland, Northern Division. The court's docket alone in just one-year totals 162 pages with 493 entries.

SHIP FIRES FIRST-TO LIMIT LIABILITY

The first litigation shot was fired within one week of the casualty (April 1) but not by a claimant. Rather, the ship owners and managers (Petitioners) filed a federal admiralty limitation of liability action pursuant to 46 USC §30501, *et seq*,



in the district of Maryland seeking exoneration from liability or to limit liability to the ship's post-casualty value alleged to total less than \$44 million (known in admiralty as the "limitation fund"). FRCP *Rule F*, Supplemental Rules for Admiralty or Maritime claims.

This valuation is being disputed by claimants. The claimants' mission will be to defeat the limitation action as the replacement of the Key Bridge alone is estimated to cost over \$1.0 billion. A limitation action was not unexpected.

This is standard procedure in any marine casualty, no matter the size of vessel or nature of the incident. Soon after the ship owner filed its limitation action, Senior District Judge James K. Bredar, with substantial admiralty case experience, took charge of the litigation.

'depreciation'. Reduction in damages for 'betterment' or 'upgrades' to the newly constructed bridge is typically within the judge's discretion. Such evidence of upgrades could include a better reinforced bridge and pilings, adding more lanes and tolls, greater vehicle capacity, and higher elevation to accommodate larger ships.

Another issue on the radar will be the state of Maryland allegedly having ignored warnings as early as 1983 in a bridge study that the Key Bridge was in need of strengthening and protection in light of the larger and heavier ships calling on the port.

CAUSE AND EFFECT

The NTSB concluded that a primary electrical breaker that feeds most of the DALI's equipment and lighting tripped. This caused a complete blackout (loss of electrical power) and shut down the main propulsion diesel engine.

The NTSB also determined during its investigation that the ship had two power outages (complete blackouts) on March 25th, just 10 hours prior to its scheduled departure from Baltimore. Power was restored and the crew switched to a different breaker panel and transformer for departure on March 26th. See NTSB Reports on DALI crash, May 14, 2024; June 24, 2024.

No part of an NTSB's final accident report "may be submitted into evidence or used in a civil action for damages resulting from a matter mentioned in the report". 49 USC §1154(b). The NTSB's investigatory procedures are not designed to facilitate litigation. See, James Mercante and Kristin Poling, *Soup to Nuts: Navigating Marine Casualty Investigations*, 43 *Tulane Maritime Law Journal*, p. 359. Similarly, coast guard reports are not admissible in civil action.

Interestingly, on March 18, 2025, the NTSB issued a report concluding that had the Maryland Transportation Authority (MDTA) "conducted a vulnerability assessment of the bridge based on

recent vessel traffic, as recommended by a 1991 and 2009 American Association of State Highway and Transportation Officials (AASHTO) *Guide Specifications*, the MDTA would have been aware that this bridge was well above the threshold of risk for catastrophic collapse from a vessel collision when the DALI collision occurred". It remains to be seen how this finding will impact litigation.

CREW DETAINED

The key deck and engine crew members of the DALI (mostly from India or Singapore) have been detained by the U.S. Department of Justice pending not only the FBI and DOJ criminal investigation but also until testimony in the multiple civil suits could be taken before the crew departs the jurisdiction.

The crew depositions are underway with ten or so crew depositions completed as of this writing, including the ship captain, deck officers, engineers and the independent Maryland State Pilot. For the Maryland State Pilot, this was a routine bridge transit; one likely that he had performed a thousand times with ships of all sizes.

The pilot's heroic actions including immediately radioing a mayday to alert local authorities, other marine traffic on VHF radio, and the bridge tender when the collision became inevitable, provided time for the bridge to be evacuated, thus saving lives.

A bench trial is set for June 1, 2026 to resolve the Phase 1 issues. By comparison, the 1989 EXXON VALDEZ grounding and oil spill in Prince William Sound, Alaska, took 20 years to reach finality. With Judge Bedard at the helm, this voyage should reach its destination much faster.

JAMES E. MERCANTE is a partner at Gallo Vitucci Klar LLP (in merger with his former firm Rubin, Fiorella, Friedman & Mercante LLP) and President of the Board of Commissioners of Pilots of the State of New York. **RICHARD GONZALEZ**, of counsel, assisted in the preparation of this article.