

# The New Jersey Maritime Pilot and Docking Pilot Commission

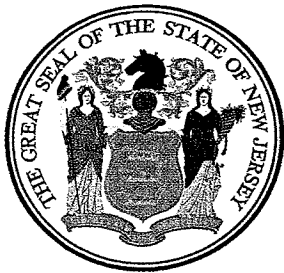
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*Two cruise ships at Port Liberty Passenger Ship Terminal and a container ship unloading (background), Bayonne, New Jersey*

## 157th Annual Report 2005

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The year 2005 saw continued improvement of New Jersey's maritime safety. New legislation, implemented this year, modernized and expanded the Commission's authority. The Commission's historic responsibility to license and regulate Sandy Hook Pilots continues under the new law. The state licensed Sandy Hook Pilots direct the navigation of ships as they enter, move within and depart the Port of New Jersey/New York. The statutory revision charges the Commission with the additional responsibility of licensing and regulating pilots that specialize in the docking and undocking and intra-port navigation of vessels. Under the new legislation qualified pilots doing this type of ship work are issued state licenses designating them as "Docking Pilots." Sandy Hook Pilots are now designated as "Maritime Pilots."

In March, Captain Michael J. Vanek, after successfully completing his five-year apprenticeship with the Sandy Hook Pilots Association and passing the Commission's three-day mandated examination, was licensed as a Deputy Maritime Pilot. During the one hundred sixty nine years that the Commission has been licensing Sandy Hook Pilots, he is the first to be issued a license with the designation of "Maritime Pilot."

Under the new legislation, the Commission accepted and reviewed applications for state license from docking pilots under the "grandfathering" provisions of the new law. The Commission held special meetings in the months of June, July, and August for the sole purposes of reviewing the applications and interviewing all docking pilot candidates. At the Commission's June 29, 2005 special meeting six docking pilot candidates were sworn in as the first New Jersey State licensed "Docking Pilots." By September 2005 a total of 34 docking pilots were issued state licenses.

The Commission adopted regulations implementing the changes contained in the new legislation. In December of 2005, the Commission also proposed new regulations concerning the qualifications, training, and apprenticeships for future Docking Pilots. After public comment, adoption is projected for the summer of 2006. The Commission also adopted a Code of Ethics in 2005.

Since antiquity, pilots, with their superior knowledge of local winds, tides, currents and shallows, have been recognized and valued for their contributions to the safe navigation of ships and the resulting protection of lives, property and the environment. The First Congress of the United States recognized the importance of state pilots and their superior local knowledge by delegating to the states the authority to license and regulate pilots for their respective ports. With 169 years of history and the authority of the new legislation, this Commission enables New Jersey to continue to provide ships and the public with a world-renowned pilotage service.

The Commission holds regular public meetings at 10:00am on the third Tuesday of each month at the Commissions offices in downtown Newark. Additional meetings are held at such time as the business of the Commission may require. We would be pleased to have Members of the Legislature or staff attend Commission meetings. The Commission can also arrange for shipboard visits for interested persons to observe first hand, New Jersey licensed pilots in the performance of their duties.

Respectfully submitted,

Timothy J. Dacey, President  
The New Jersey Maritime Pilot  
& Docking Pilot Commission



## Executive Director's Report

The New Jersey Maritime Pilot and Docking Pilot Commission ("Commission") continued to implement its statutory authority to license and regulate Docking Pilots within the Port of New Jersey/New York. As detailed elsewhere in this report, for the first time the Commission issued 34 Docking Pilot licenses in 2005. In addition, the Commission performed its long-standing mission of licensing and regulating the Maritime Pilots, also known as Sandy Hook Pilots.

Pilot apprentice selection, review and approval of recurrent training, administration of examinations, annual fitness reviews and interviews of each pilot licensed by the State are among the multiple tasks that the Commission performs. There are relatively few accidents or occurrences involving state licensed pilots, despite the large numbers of ship movements in this the busiest port on the East Coast. This is a tribute to the professionalism and skill of the pilots. However, whenever there is an incident the Commission, in conjunction with the United States Coast Guard, investigates. In the event an act or omission of a pilot is found to be a contributing factor, the Commission imposes remedial action in the form of retraining and/or license suspension/revocation. Some 21 occurrences were investigated in 2005, they are detailed later in this report.

Notices have been published in maritime magazines and newspapers seeking apprentice applicants for the Sandy Hook Pilot service. Starting in September 2006 the candidates will be tested and interviewed. The Apprentice Selection Committee, comprised of members from the New Jersey Commission, the New York Commission and the Sandy Hook Pilot Associations will test, interview and select the top ten candidates. This list and the Committees' recommendations will be given to the Commission for their approval. As the need for additional apprentices arises during the following two years, new apprentices will be selected from this list. Apprentices who successfully complete the four year apprenticeship program and pass an examination administered by the Commission will be licensed as Deputy Maritime Pilots.

In 2006 the Commission will continue its consultations with the Docking Pilots organizations and industry representatives in order to finalize and implement a new Docking Pilot apprentice selection and training program. A draft of the Docking Pilot apprenticeship regulations were approved by the Commission in December 2005 and will be published for public comment in March of 2006.

The Commission has also begun studying methods to predict with a greater degree of accuracy the number of pilots that will be needed over the long term. Given the extensive training and apprenticeship programs for all pilots, long term planning is a major concern of the Commission.

The Commission's office is in downtown Newark and is open Monday-Friday from 8:30am to 4:30pm. Interested persons are encouraged to contact us to learn more about the Commission and the pilots it regulates.

Respectfully Submitted,

A handwritten signature in cursive script that reads "Charles A. Licata".

Charles A. Licata, Esq.  
Executive Director



## AN ABSTRACT OF THE PROCEEDINGS OF THE COMMISSIONERS

At its Annual Organization Meeting in January 2005, the following officers were elected to serve for the 2005 calendar year:

**Timothy J. Dacey**  
**Charles E. Stapleton**  
**Stanley E. Wiklinski**  
**Thomas F. Daly**

**President**  
**Vice President**  
**Treasurer**  
**Secretary**

The President made the following appointments:

**Richard L. Amster**  
Pension Surcharge & Capital  
Improvements Committee  
Rate Oversight Committee  
Legal Liaison  
Budget Committee  
Harbor Ops Committee

**Timothy J. Dacey**  
Audit Committee  
Legal Liaison  
Technology Committee  
Commission Action Committee  
Occurrence Investigation Committee

**Thomas F. Daly**  
Audit Committee  
Legal Liaison  
Apprentice & Recurrent  
Training Committee  
Examination Committee  
Budget Committee  
Occurrence Investigation Committee

**Charles E. Stapleton**  
Pension Surcharge & Capital  
Improvements Committee  
Rate Oversight Committee  
Harbor Ops Committee  
Apprentice & Recurrent  
Training Committee  
Commission Action Committee  
Coast Guard Liaison

**Stanley E. Wiklinski**  
Audit Committee  
Apprentice Selection Committee  
Examination Committee

**Charles E. Wowkanech**  
Harbor Ops Committee  
Apprentice Selection Committee  
Technology Committee  
Commission Action Committee

The Commission met on the third Tuesday of each month for their regular meetings. The Commission also held special meetings on April 12th, June 29th and July 26th. There were a total of fifteen meetings in 2005.

### Staff

**Charles A. Licata, Esq.**  
Executive Director

**Andre M. Stuckey**  
Administrator



## Abstract of the 2005 Financial Proceedings of the Commission

Gross Receipts	\$620,315.39
Operating Expenses (includes salaries, benefits, incidentals, etc.)	\$488,612.40
Assets	The Commission operates its Executive Offices in Newark, New Jersey, which is equipped with all the items needed to successfully run this organization. The value of these items does not exceed \$20,000.
Liabilities	The Commission had no liabilities at the end of 2005.

## Legislation

No legislation was enacted in 2005 which effects the Commission. However, under new legislation that went into effect on September 1, 2004 (Public Laws 2004, Chapter 72) the Commission's authority was modernized and expanded. In addition to clarifying that the Commission has the "...concurrent responsibility to ensure the safe operation and navigation of vessels, to protect the environment and enhance the economic viability of the port..." the Commission was given the regulatory authority and responsibility to license and regulate pilots that specialize in the docking and undocking of vessels in the port. The Commission, formerly "in but not of" the Department of Environmental Protection, was transferred to be "in but not of" the Department of Transportation and renamed The New Jersey Maritime Pilot and Docking Pilot Commission to reflect the expansion of its jurisdiction. Various activities were undertaken in 2005 to implement this legislation.

## Regulations

On July 26, 2005, the Commission adopted new regulations implementing certain changes made necessary in its enabling legislation, which were enacted as P.L. 2004, Ch. 72, primarily to license and regulate existing docking pilots. In December of 2005, the Commission proposed regulations concerning the qualifications and training of future docking pilot apprentices. Adoption is anticipated in the summer of 2006.

## Litigation

There are no litigation matters currently before the Commission.

## Rate Making Matters

Rates for maritime pilotage in the port are initially set by the New York Legislature. New Jersey law requires this Commission to adopt the New York rate after review. This is a historical anomaly. Unlike the days when New York's finger piers dominated cargo traffic in the port, today the bulk of cargo and tanker traffic discharge their cargo at Ports Elizabeth and Newark or at the refineries in New Jersey. Notwithstanding this, New York still exercises initial rate-making power in the port. In the year 2001 the New York Legislature passed a pilotage rate increase.

A summary of Legislative Rate Authorization follows:

2000 3% Pilotage rate adjustment, effective 1 July 2000.  
2001 5% Pilotage rate adjustment, effective 1 July 2001.  
2002 4.5% Pilotage rate adjustment, effective 1 July 2002.  
2003 0% adjustment.  
2004 5% (enacted by the Legislature in 2003, effective 1 January 2004).  
2005 4%  
2006 3%

It is anticipated that the rates charged by Maritime Pilots will be reviewed by the New York legislature in 2006.

The Commission does not have any authority to set rates charged by Docking Pilots.



## Floating Equipment

The following floating equipment is currently in use by the Sandy Hook Pilots:

Pilot Boat	Length	Built	Status/Comments
NEW YORK	182ft	1972	In service. Tanks cleaned/coated. Main engine overhauls 2003-2004. Davit replacement 2005.
NEW JERSEY	146ft	1986	In service. Ballast tanks cleaned. Drydocking 2003.
SANDY HOOK	65ft	1985	In service. MTU 12V2000 engines. Shaft seal replacements.
AMERICA	56ft	2000	In service. 5,000+ hours on engines. New shaft seals, propellers and bottom paint.
PHANTOM	56ft	2000	In service. 5,000+ hours on engines. New shaft seals, propellers and bottom paint.
WANDERER	56ft	2001	In service. Main engine vibration condition, survey conducted.
TRENTON	48ft	1983	In service. Station, Yonkers.
NEWARK BAY	44ft	1968	In service. Station, City Island.
AMBROSE	44ft	1979	In service. Station, Edgewater.
BRHIB RESCUE CRAFT	23ft	1986	In service. Out-drive replacement.
YANKEE	53ft	2005	In service. Station, Edgewater.

The **P/B New Jersey** and **P/B New York** are the assigned Port of New Jersey/New York station vessels. They stand watch at the ocean entrance to the harbor in the vicinity of the Ambrose Light Tower at the terminus of the New York Traffic Separation Zone. They operate twenty-four hours per day, three hundred and sixty five days a year, in all weather conditions. State Apprentice Pilots serve as the Master and bridge watch officers of the pilot boats as a part of their training and education curriculum.

The sixty-five foot pilot transport boat **Sandy Hook**, eighteen years old, is used to dispatch pilots and supplies between the Sandy Hook Pilots base station at Edgewater on Staten Island, the sea sta-

tion and the inner harbor. All pilot vessels are maintained to a high standard, and are equipped with state of the art electronic navigation and communications equipment. All motor boats are equipped with rescue equipment, including a "Life Sling" and davit for man overboard retrieval operations.

Pilot boats must operate under severe weather and sea conditions. The hull material of the pilot boats is audio-gauged regularly, and steel/aluminum plating is serviced and/or renewed when required. In general, Planned Maintenance ("PM") procedures and Service Life Extension Program ("SLEP") work have prolonged the in-service usage of floating equipment used in the State pilotage system, in many cases well beyond its originally intended design life.

A new addition to the fleet, the **Yankee**, a 53 foot aluminum, twin screw pilot launch is stationed at the Sandy Hook base in Staten Island. It is used as part of a fleet of four similar launches at the entrance of the port, and sometimes as a shuttle craft from the base to/from sea. The fleet of four similar launches – **America**, **Wanderer**, **Phantom**, and **Yankee** allow a maintenance schedule to exist to address the substantial wear and tear on the boats throughout the year. One boat is always at sea—two others ready to go—one under maintenance.

The Commission notes that the NY Navigation Law enacted in 1999 provides the funding for a planned program of pilot boat replacement. This Law was amended in 2000 to provide a capital construction program to build new pilot boats and procure other durable capital equipment for the State Pilotage System.

**Pilotage Base Operating Stations** are maintained at the following locations:

- Edgewater, Staten Island, New York (for Ambrose Station)
- City Island, New York (for Western Long Island Sound)
- Yonkers, New York (Lower Hudson River Station)

**Pilot Transfer Locations** are maintained at the following locations:

- Atlantic Ocean, at the entrance to New York Harbor (Ambrose Light)
- City Island, Western Long Island Sound
- Yonkers, Lower Hudson River



## **Dredging and Channel Improvements**

The dredging of the main channels in the port continues. Dredging in the Kill Van Kull and Newark Bay have been completed to 45 feet at mean low water with plans to begin dredging to 50 feet. This will enable the port to remain the largest container port on the East Coast and the largest petroleum port in the United States. Maintenance dredging and special dredging was performed at a number of terminals and channels in the port.

The dredging of Port Jersey Channel to 41 feet and eventually 50 feet continues. The final contract, to be awarded in the spring of 2006, will remove the dog-leg to and from the Port Jersey Channel and bring the channel to 50 feet.

## **Relationships with U.S. Coast Guard and other Maritime Agencies**

The Commission maintains regular contact with the United States Coast Guard and have developed a excellent working relationship. There is an ongoing program of cooperation and information sharing, particularly as it relates to incidents being investigated by both the Commission and the USCG. In addition to working cooperatively on maritime safety matters with the USCG, the Commission regularly consults with the maritime industry and other professional organizations, including the NOAA, the New York Harbor Safety, Navigation and Operations Committee, the American Pilots Association, International Maritime Pilots Association, and the Port Authority of NJ/NY, in an ongoing effort to ensure safe maritime operations.

## **Maritime Pilots**

In 1694, the Sandy Hook Pilots' Association was chartered to safely guide sailing ships into and out of the port. The Sandy Hook Pilots are licensed by either the State of New Jersey or New York. They enjoy an excellent safety record.

The Sandy Hook Pilots regularly train to raise the level of their planning, communication and nautical skills, and to be ready for any eventuality. The Sandy Hook Pilots (licensed as Maritime Pilots in New Jersey) are tasked to perform to the highest standards, and to set high expectations for successful performance on every passage to which they are assigned. Most of the vessels piloted by State pilots are crewed with international mariners, some of whom are from non-traditional maritime nations and for who English is not their first language. In this sometimes difficult environment entailing heavy responsibility, the New Jersey Maritime Pilot and Docking Pilot Commission confidently reports that the performance and safety record of pilots in the port has been exemplary.

## **Retired New Jersey Maritime Pilots as of 12/31/2005**

F.J. Boslet	R.D. Jones	T.W. Peters
A.T. Boyan	T.J. Keating	J.H. Peterson
R.E. Cox	G.W. Kissenberth	C.C. Reed
C.W. Dahmen	J. Licata	J.L. Renesse
R.A. Deane	G.A. Mason	D.T. Smith
E.J. Haggerty	D.M. Mercereau	T.J. Walsh
W.C. Hansen	W.G. Metting	C.A. Whiteside
J.D. Hasson	E.D. O'Donnell	W.F. Winter
W.B. Hodgins	R.F. Pennea	E.G. Young





### Active New Jersey Licensed Maritime Pilots as of 12/31/2005

W.J. Baeszler	P.E. Kanenbley	R.L. Oldmixon
W.E. Blake	T.J. Keating, Jr.	F.E. Reil
F.J. Boslet*	R.V. Keenan	P.G. Rooss
D.C. Boylan, Jr.	G.W. Kissenberth, Jr.	R.J. Schoenlank
A.E. Braendly	P.A. Klein	R.D. Seeth
J.F. Britton	C.A. Massey	G.P. Smith
R.E. Britton	J.F. McCarthy	K.P. Sorenson
T.G. Britton	A.W. McGovern	W.A. Speiser
R.L. Cullison	W.J. McGovern	K.E. Sullivan
T.J. Ferrie	D.J. McInerney	E.F. Sweeney
J.L. Flanders	B.J. Mercereau	N.A. Tribus*
B.L. Foley	E.A. Miller	M.J. Vanek
J.E. Graham	J.B. Monaghan	F.D. Wall, III*
W.M. Hansen	J.C. Oldmixon	D.W. Walsh
R.S. Ireland*		

\*Currently working on the Hudson River.

### Vessels Piloted in and out by New Jersey Maritime Pilots

MONTH	INBOUND	OUTBOUND
January	187	194
February	172	166
March	212	222
April	179	182
May	228	222
June	211	209
July	239	248
August	224	238
September	207	222
October	230	251
November	224	214
December	173	202
<b>TOTAL</b>	<b>2486</b>	<b>2570</b>

### Apprentices

In accordance with the Pilot Apprentice Program established by regulation, the Apprentice Selection Committee met and selected a slate of ten (10) candidates for the forthcoming apprentice positions. The list is kept on file for two years. To date six of the ten candidates have been called into duty as apprentice pilots. The committee, comprised of members of the New Jersey Maritime Pilot and Docking Pilot Commission, the Board of Commissioners of Pilotage of the State of New York and the United New York and New Jersey Sandy Hook Pilots' Benevolent Association will begin a new round of interviews in 2006.

### Apprentice Selection List As of 12/31/2005

Ronald Perry  
Justin Hubbard  
Joseph Reisinger  
Frederick Willeck

Alternates:

Joshua Pieterse  
Thomas Ryszetyk  
Peter St. Germain

### Registered Apprentices As of 12/31/2005

James Britton  
Harold Cavagnaro, III  
Michael Chambers  
Thomas O. Ferrie  
David J. Graves  
Joseph S. Paulis  
Coleen M. Quinn





## Docking Pilots

On July 1, 2004 an amendment to the Commission's enabling legislation was enacted which brought all docking pilots in the State of New Jersey under the jurisdiction of the New Jersey Maritime Pilot and Docking Pilot Commission. This legislation became effective on September 1, 2004.

Docking Pilots specialize in the docking and undocking of ships with the use of tugboats. Under the provisions of N.J.A.C. 12:8-49 docking pilots who met certain criteria were "grandfathered" and, after a background check, were issued licenses as New Jersey State Licensed Docking Pilots. The Commission issued a total of 34 licenses to docking pilots in 2005.

In December the Commission proposed new regulations that, once adopted, will establish an apprentice-training program for future docking pilots. Adoption is anticipated in the summer of 2006.

## Licensed New Jersey State Docking Pilots as of 12/31/2005

J.D. Bates	J.K. McAllister
L.R. Bettinelli	R.A. Moore
R.R. Biagi, Jr.	J.M. Naughton
D.M. Blair	T. Nilsen
D.J. Brown	W.F. O'Neill, Jr.
S.D. Brown	B.J. Paiva
W.E. Clifford	R. Reilly
J.T. Daub	F.J. Reinbold
S.R. Davis	S.T. Richter
R.K. Ellis	W.H. Russell, Jr.
T.A. Farrell	J.M. Schnepf
R. Flannery	C.C. Sondergaard
P.J. Frank	G.A. Stitik
K.R. Gadow	J.A. Tooker
P.T. Harris	C.J. Weiss
D.E. Holmes	R.P. Wieners
D.R. Mattsson	S. Zorovich

## Vessels Docked and Undocked by New Jersey State Licensed Docking Pilots

MONTH	# OF MOVEMENTS
January	933
February	853
March	983
April	973
May	1083
June	1033
July	1105
August	1049
September	1111
October	1073
November	937
December	1147
TOTAL	12,280



## Vessel Incidents

In the year 2005 the Occurrence Investigation Committee of New Jersey Maritime Pilot and Docking Pilot Commission investigated and reported on a total of twenty incidents that involved either a New Jersey State Licensed Maritime Pilot or Docking Pilot. Listed below is a summary of each incident and the action taken by the Commission.

Incident	Date	Actions taken by the Commission
*Pinar Kaptanoglu—Collision	2/15/04	Pilot suspended 10 days and ordered to undergo training at own expense.
*Stolt Aquamarine—Allison	10/23/04	Pilot received cautionary letter.
*Stena Conquerer—Allison	11/24/04	Pilot found non-culpable.
Tug Everlast/Norman McLeod—Allison	1/17/05	Pilot found non-culpable.
M/V San Fernando—Loss of Engine Power	1/24/05	Pilot found non-culpable.
YM Kaomsiung—Allison	1/28/05	Pilot found non-culpable.
MSC Giovanna—Loss of Engine Power	4/5/05	Pilot received letter of commendation.
Aktor—Loss of Engine Power	4/7/05	Pilot received letter of commendation.
Maersk Norvic—Loss of Engine Power	4/10/05	Pilot received letter of commendation.
St. George—Engine Failure	6/7/05	Pilot received letter of commendation.
Carnival Legend—Allison	6/22/05	Pilot found non-culpable.
P&O Nedlloyd Jakarta—Loss of Engine Power	6/28/05	Pilot found non-culpable.
Antwerpen—Wake Damage	7/2/05	Pilot received letter of reprimand.
M/A Atromitos—Near Grounding	7/19/05	Pilot found non-culpable.
M/V Loyalty—Grounding	7/18/05	Pilot received letter of commendation.
M/Y Bravado—Vessel Touched Bottom	8/5/05	Pilot found non-culpable.
Flora Topic—Allison	10/25/05	Pilot found non-culpable.
Stolt Taurus—Allison	11/10/05	Pilot found non-culpable.
Peninsular Bay—Loss of Engine Power	12/1/05	Pilot found non-culpable.
APL Briging—Loss of Engine Power	12/2/05	Pilot found non-culpable.

\* These incidents occurred in 2004 and were acted on by the Commission in 2005.



## COMMISSIONERS

**RICHARD L. AMSTER**, Florham Park, New Jersey. Mr. Amster was principal of Amster & Levin a law firm located in Newark and then in Millburn for over a thirty year period. Thereafter, he was of counsel to the firm of Wolff & Samson until he retired from the practice of law on January 1, 1998. Commissioner Amster is a trustee of and chairman of the Grant Evaluation Committee of the Healthcare Foundation of New Jersey. He is a member emeritus of the Board of Visitors of the School of Law of Columbia University. Commissioner Amster is the longest serving member of the Commission. He served on active duty in the United States Navy 1942-1946 and was separated from the Naval Service with the permanent rank of Lieutenant USNR. He and his wife Barbara have three children and four grandchildren. Commissioner Amster was appointed to the Commission in January 1980, his current term expires on January 9, 2009.

**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 of Science degree in Marine Transportation and was licensed as a Third Mate in the United States Merchant Marine. He earned a Masters of Science degree in Transportation Management from the State University of New York Maritime College at Fort Schuyler, New York. Commissioner 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 Bergen County Administrator. Commissioner 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, his term expires on April 3, 2006.

**THOMAS F. DALY**, Rumson, New Jersey. Mr. Daly is a graduate of Lafayette College and Georgetown University Law School. He is a former partner at the Law Firm of McCarter & English and is presently Of Counsel. He is a former adjunct professor of maritime law at Rutgers University Law School. Commissioner Daly is a Fellow of the American College of Trial Lawyers and the International Association of Barristers. He is a Proctor of the Maritime Law Association of the United States and a trustee of the National Maritime Historical Society and the Sandy Hook Foundation. Commissioner Daly was appointed to the Commission on October 1991, his term current expires on December 15, 2008.



**CHARLES E. STAPLETON**, North Plainfield, 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 a former Executive Director of the New Jersey State Senate. He is a licensed Coast Guard Captain and is the owner of Sanctuary Sailing Charters of Mystic, LLC. Commissioner Stapleton is currently the CEO of C.E. Stapleton Associates, Inc. and Chairman of Public Affairs Management Group, LLC, both of which provide government relations management services and liaison between government and businesses in New Jersey. Commissioner Stapleton was appointed to the Commission in January 2002, his term expired on January 16, 2005.

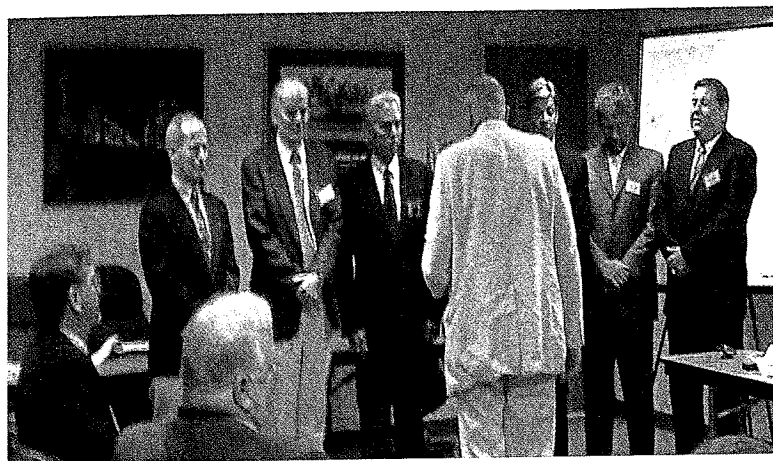
**STANLEY E. WIKLINSKI**, Old Tappan, New Jersey. Mr. Wiklinski graduated from the Naval Academy in 1958. He graduated from Yale University with a MFA in 1970. He also attended Ohio University, and was in the Commissioned Naval Services 1959-1967. He served on USS R.L. WILSON (DDE847), USS O'HARE (DDR889), USS TRENTON (LPD 14), and as a Communications Officer at the United States Naval Station Roosevelt Roads, P.R. He was a member of the United States Naval Reserve 1967-1982. He was a Commanding Officer NRSD 3-9M and Commanding Officer COMSERVONGRU 102. He retired as a Commander USNR (Ret.). He also served as a Commissioner for the Battleship USS New Jersey (BB-62) Commission from 1985-1991. Commissioner Wiklinski was appointed to the Commission in December 1991, his current term expires on December 31, 2007.

**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 Commissioner 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, Commissioner Wowkanech also serves on the Tri-State Board of Governors for the United Way, 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, his current term expires on June 28, 2008.

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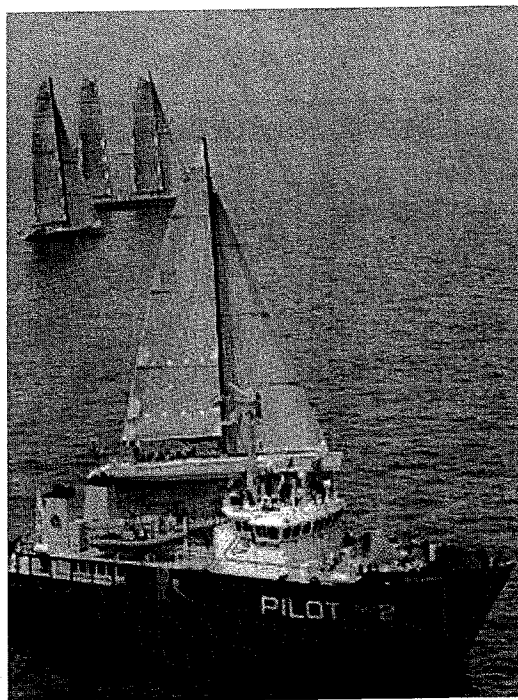
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# 2005 YEAR



*Captains Douglas Brown, Christian Sondergaard, Arthur Biagi, Christopher Weiss, Jeffrey McAllister, Simon Zorovich and Robert Flannery are sworn in as the first New Jersey State Licensed Docking Pilots by Commissioner Richard Amster on June 29, 2005*

*The Pilot Boat New Jersey on the starting line of the 2005 Rolex Transatlantic Challenge.*



*Alvin Ricardo Little, Esq. Attorney for the NJMP&DPC and Charles A. Licata, Executive Director, share a moment while riding aboard the Jag Leela.*

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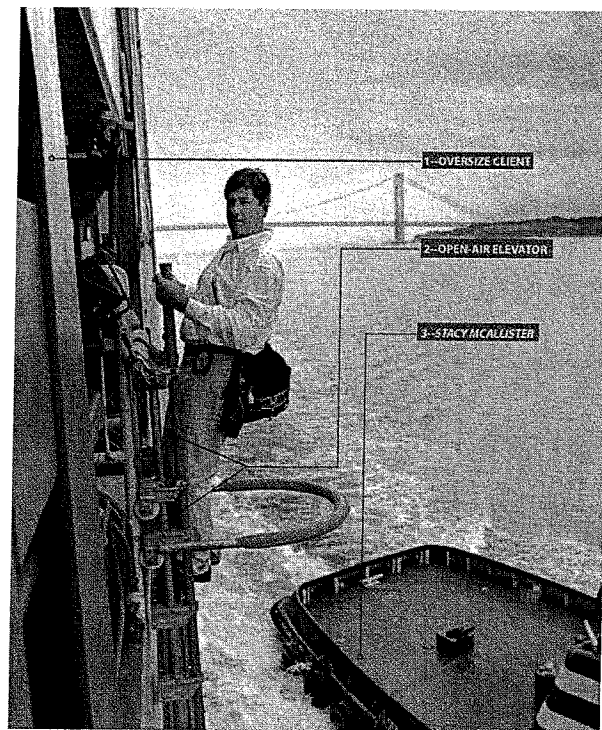
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# IN REVIEW



*Captain Richard Schoenlank, President, The United New Jersey Sandy Hook Pilots Association is presented an award by Norman Y. Mineta, Secretary of Transportation at the 9/11 Maritime Medal Awards on September 17, 2005.*

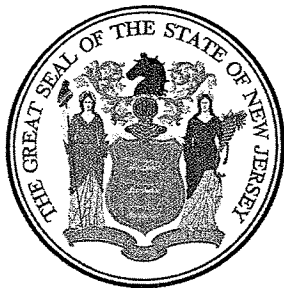
*Captain Jeffrey McAllister a licensed New Jersey State Docking Pilot seen boarding the **Margrethe Maesk** upon its arrival in New York. Captain McAllister docked the vessel assisted by three tugs. Pictured is the tug **Stacy McAllister**. Captain McAllister was highlighted in the November 2005 issue of *Popular Mechanics*.*



*The arrival of the new launch **Yankee** at the Sandy Hook Pilot Headquarters in Staten Island.*







*Pilot Boat New Jersey*

**The New Jersey Maritime Pilot  
And Docking Pilot Commission  
One Penn Plaza East  
9th Floor  
Newark, NJ 07105  
Telephone: (973) 491-7693  
Facsimile: (973) 491-4532**

**Website: [www.state.nj.us/transportation/maritimepilot](http://www.state.nj.us/transportation/maritimepilot)  
Email: [astuckey.njpilotcomm@njtransit.com](mailto:astuckey.njpilotcomm@njtransit.com)**

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