



The New Jersey Maritime Pilot and Docking Pilot Commission



*"The sea is the same as it has been since before men ever went on it in boats,
it's the boats that have changed." - Ernest Hemingway*



**2011 Annual Report
163rd Edition**





Dear Governor and Members of the New Jersey Legislature,

With a new year came new challenges for the New Jersey Maritime Pilot and Docking Pilot Commission. Dredging of the main channels has created situations in which aids to navigation have been relocated, channels are narrower and the pilots jobs have become more difficult. The Commission made amendments to its existing regulations to ensure that state licensed pilots have the proper training and expertise to concur these challenges. Pilots are now required to complete a requisite number of trips on the routes for which they are licensed to ensure they remain conversant with the constant changes of the channels.

We are scheduled to begin a new slate of interviews for the Maritime Pilot Apprentice Training Program. This process requires the designated Commissioner to devote a minimum of ten, eight-hour days to the evaluation and interviewing process used to select qualified candidates.

Our Occurrence Investigation Committee investigated a total of twenty-eight incidents this year. Major accidents require over 150 hours of a Commissioners time to gather information, review track, review and transcribe VDRs and prepare reports for the Commission to review. The movement of buoys, the dredging of the channels and unaccommodating weather conditions has resulted in three such incidents in 2011.

The first female Full Branch Maritime Pilot was sworn in at the Commissions February 15, 2011 meeting. Captain Elizabeth Miller began her apprenticeship with the Sandy Hook Pilots Association on November 2, 1998. A graduate of SUNY Maritime, she has paved the way for women to enter this male dominated field.

The height of the Bayonne Bridge continues to be a threat to the viability of our ports. At its current height (151 feet) it is an obstacle for larger ships doing business with marine terminals west of the bridge. This issue becomes especially critical with the anticipated opening of the improved locks on the Panama Canal in 2013. If not addressed, Port Elizabeth, Port Newark and the Howland Hook terminals will become unreachable by the larger container ships and vessel owners will look to utilize other ports.

The New Jersey Maritime Pilot and Docking Pilot Commission continues to move forward in its efforts to ensure a safe pilotage system in the state of New Jersey. Our Commissioners perform a number of multiple tasks which are outlined in the "Overview" section of this report while continuing to operate on revenue received from New Jersey licensed pilots without utilizing any taxpayer dollars.

We would be pleased to have members of the Legislature or members of their staffs attend any of our regular public meetings. A full list of meeting dates can be found on our website, which is updated regularly at www.state.nj.us/transportation/maritimepilot.

Respectfully Submitted,

Thomas F. Daly

President, The New Jersey Maritime Pilot and Docking Pilot Commission



Overview of the Commission

This Commission was formed in 1837 to license and regulate the pilots who are in charge of the navigation of seagoing vessels as they enter the Port of New Jersey/New York, maneuver within the port, and depart the port. There is currently a cadre of eighty-four pilots and apprentices regulated by this Commission. The Commission is an “in but not of” agency located within the NJDOT. There is also a six member New York Commission of Pilotage which licenses an additional forty-three of the Port’s pilots. Similar in structure to the N.J. Commission, the N.Y. Commission’s paid members also have maritime backgrounds.

The six New Jersey Commission members are nominated by the Governor and, with the advice and consent of the Senate, serve three year terms. The Commission is bipartisan—the applicable statute mandates that not more than three Commissioners can be members of the same political party. The statute also requires that Commissioners “shall be selected from among such persons as have been officers in our naval, Coast Guard or merchant service, or have been duly qualified as United States Merchant Marine Officers.” No member shall have a direct or indirect financial interest in pilotage service. All salaries and expenses of the Commission are paid from revenues received from N.J. licensed pilots. Consequently, there is no cost to taxpayers.

In 2004 there was a significant expansion of the scope of the Commission’s responsibilities which was occasioned by post 9/11 maritime security and safe navigation issues. The Commission brought these concerns to the attention of the legislature and drafted legislation which was ultimately enacted into law. These reforms have enhanced security and the quality of pilotage.

Pilots licensed by the State of New Jersey pilot in excess of 10,000 vessels annually. A significant percentage of these ships are heavily laden with bunker oil. Many exceed 900’ in length. In the case of tank vessels, their cargoes may consist of millions of gallons of petroleum based products, including highly volatile fuels. There are chemical tankers which transport toxic and explosive chemicals. High value cargoes are carried on container-ships. Mishaps have the potential to cause widespread death and destruction, as well as substantial interruption to the region’s economy. The pilots licensed by the New Jersey and New York Commissions enjoy an enviable safety record.

In addition to attending regular and special meetings, the Commissioners’ have a myriad of duties including but not limited to: accident investigation, apprentice pilot selection,

production, administrating and grading of pilot exams, review and approval of apprentice training, and recurrent training programs. Because the Commission can convene as a tribunal of experts in the field, it hears and adjudicates penalty actions. Absent this expertise, these matters would have to be referred to an Administrative Law Judge. This would both delay the process and increase the attendant costs.

Every incident which occurs with a New Jersey pilot aboard must be promptly investigated by a Commissioner for the purpose of determining causation and ascertaining if pilot error contributed to the accident. There were twenty-eight investigations in 2011. Major accident investigations can, and have, required over 150 hours of a Commissioner's time to ascertain the facts and prepare reports for the Commission's review and action. Because the Commission is the only state or federal agency empowered to suspend or revoke a pilot's license, it alone can act promptly if it turns out that an individual pilot has a problem which could cause another accident. Although the Coast Guard and the NTSB may also conduct investigations, they do not have licensure jurisdiction. In addition, it is not unusual for these agencies' investigation to take a year or more, which is unacceptable when prompt action may be essential to preventing future accidents.

During the most recent round of the apprentice selection process, the responsible Commissioner devoted in excess of 10 days to the evaluation and interviewing process used to select apprentice pilots. Prior to being licensed, graduates of the apprentice training program must pass an examination which tests their knowledge of the Rules of the Road, seamanship, ship handling, tides and channels. This examination is produced, monitored and graded under the supervision of a Commissioner. It can take the examinee four-eight hour days to complete. If the examinee does not pass the exam, the Commission will not issue a license.

Commissioners often board vessels with the pilot and act as pilot observers for the purpose of staying current with issues pilots confront such as, changing channel conditions, the quality of the crews on ships being piloted and changes in berth design. This also affords a Commissioner the opportunity to engage pilots in conversations, other than at formal meetings, in order to ascertain their views with respect to the need for changes that the Commission is empowered to make. These observation trips can consume a considerable amount of a Commissioners time.

A number of joint committees exist with the New York Commission. In addition to the apprentice selection committee process discussed above, at least four times annually a New Jersey Commissioner meets with the "Pension and Surcharge Committee," whose members are a New York Commissioner, pilots, industry representatives and an actuary. This committee decides the level of the surcharge needed to adequately fund equipment purchases and pilot's retirement accounts. A New Jersey Commissioner sits on this committee as a result of the provisions of New York law.



AN ABSTRACT OF THE PROCEEDINGS OF THE COMMISSIONERS

At its Annual Organization Meeting in January 2011, the following officers were elected to serve for the 2011 calendar year:

Thomas F. Daly	President
Timothy J. Dacey	Vice President
Stanley E. Wiklinski	Treasurer
Charles Wowkanech	Secretary
Charles E. Stapleton *	

**Commissioner Stapleton was appointed to the Commission on May 17, 2011.*

The President made the following committee appointments:

Apprentice & Recurrent Training

Thomas F. Daly
Charles Wowkanech

Apprentice Selection Committee

Stanley E. Wiklinski
Charles Wowkanech

Audit Committee

Timothy J. Dacey
Thomas F. Daly
Charles Wowkanech

Budget Committee

Charles Wowkanech

Capital Improvements & Pension Surcharge

Thomas F. Daly
Stanley Wiklinski

Examination Committee

Thomas F. Daly
Stanley E. Wiklinski

Harbor Ops/Coast Guard Liaison

Timothy J. Dacey
Thomas F. Daly
Charles Wowkanech

Occurrence Investigation

Timothy J. Dacey
Thomas F. Daly

Safety Committee

Timothy J. Dacey
Charles Wowkanech

The Commission held a total of twelve regular meetings, one special meeting, various committee meetings and investigated twenty-eight incidents during 2011.

Calendar Year 2011 Income/Expenses

Income

\$274,127.52

Expenses

\$316,669.49

(Includes salaries, benefits, incidentals, etc.)

Assets

The Commission operates its Executive Offices in Newark, NJ, which is equipped with all the items needed to run this organization. The value of these items do not exceed \$20,000. Out of its revenue, the Commission maintains an operating account which had a balance of \$35,550.67 on December 31, 2011.

Liabilities

The commission had no liabilities at the end of 2011.

Contracts

Pursuant to statute the Commission reports that it has not entered into any contracts which exceed \$17,500.

Staff

Executive Director
Charles A. Licata, Esq.

Administrator
Andre M. Stuckey

(The Commission continually adjusts fees its collects from the pilots to have them align with its operating expenses. The Commission ended FY11 with a surplus.)

The New Jersey Maritime Pilot and Docking Pilot Commission

Operating Budget

July 1, 2011 to June 30, 2012

Expenses:

Administrative Expenses:

Rent	\$24,000.00
Postage	\$1,000.00
Supplies	\$3,000.00
Printing	\$1,000.00
Meetings	\$4,000.00
Telephone	\$1,000.00

Other Expenses:

Newspaper/Magazine Announcements	\$3,000.00
Office Fixtures/Equipment	\$5,000.00
Awards/Plaques/Certificates	\$500.00
Legal Fees	\$2,000.00
Audit fees	\$8,000.00
ID/Badges/Wallets	\$1,000.00
Subscriptions	\$1,000.00
Annual Memberships	\$1,000.00

Traveling Expenses:

Travel	\$1,000.00
Conf/Seminar/Special Events	\$1,500.00

Salaries/Taxes: \$198,879.00

Fringe Benefits (.3591): \$71,417.00

Miscellaneous Expenses:

Occurrence Investigation	\$5,000.00
Continuing Education	\$5,000.00
Incidental Expenses	\$4,000.00
Pilot Training	\$5,000.00
Industry Relations	\$1,000.00
Commissioner Compensation	\$7,200.00

Total Expenses: \$355,496.00

Income:

Sandy Hook Pilots Fees*	\$377,000.00
Docking Pilot Fees	\$8,500.00

Total Income: \$385,500.00



Legislation

None.

Regulations

On October 21, 2011 the Commission adopted amendments to its existing regulations. The amendments are an addition to the route currency regulations contained at N.J.A.C. 16:64-5.5. They require that pilots perform a minimum of 26 trips as pilot of record or observer in any given six-month period. The Commission made these changes because it believes that all pilots must devote full-time attention to the art of piloting. Frequent changes to channels due to dredging and the relocation of navigation aids make this amendment necessary. The amendment will insure that all New Jersey licensed pilots have the requisite knowledge and on-the-water experience to protect this States vital interest.

On December 20, 2011 the Commission also proposed amendments to the grades of licenses and grade advancement for deputy maritime pilots contained in N.J.A.C. 16:64-3.9. The amendments will allow the deputy pilots to be better utilized while also creating a more gradual increase in tonnage levels. It is anticipated that the proposed amendments will become effective in May, 2012.

Litigation

None.

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 over pilot rates. On October 1, 2010 the New York Legislature passed a pilotage rate increase. The Commission adopted the rates at its October 19, 2010 regular meeting. A summary of the rate increases follows.

3% Pilotage rate adjustment effective January 1, 2011

4% Pilotage rate adjustment effective January 1, 2012

Pursuant to N.J.S.A. 12:8-24.1 certain fees charged by New Jersey Maritime Pilots must be established by the New Jersey Maritime Pilot and Docking Pilot Commission after consulting with the New York Pilotage Commission. These fees include rates for vessels undertaking intermediate or intra harbor movements in the ports of New Jersey/New York and for vessels entering or departing ports south of Sandy Hook, including Atlantic City. On December 21, 2010 a new rate schedule was adopted. The new rates became effective on February 7, 2011. The full context of the Commission's regulations, which includes a schedule of these rates can be found on its website at www.state.nj.us/transportation/maritimepilot.

The Commission does not have the 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. Dry-docking 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.
3RHIB 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 maritime pilot station vessels. They stand watch at the ocean entrance to the harbor. They operate twenty-four hours per day, three hundred and sixty five days a year, in all weather conditions. State Maritime Pilot Apprentices 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** is used to dispatch maritime pilots and supplies between the Sandy Hook Pilots base station at Edgewater on Staten Island, the sea station 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.

The newest addition to the fleet, the **Yankee**, a 53 foot aluminum, twin screw pilot launch is stationed at the Sandy Hook pilot 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. A New Jersey Commissioner serves on a committee established pursuant to statute with the Sandy Hook Pilots Association and the New York Commission in the administration of this program.



Dredging and Channel Improvements

The deepening of the main shipping channels in the port is nearly complete. The U.S. Army Corps of Engineers began deepening channels in the port of New York and New Jersey to 50 feet with the initiation of work in the Kill Van Kull in early 2005. Work is ongoing on the Newark Bay, Port Jersey, Arthur Kill and Ambrose channels. The Harbor Deepening Project is on schedule to be completed in early 2013 in time for the opening of the improved locks on the Panama Canal. This project will enable the port to remain the largest container port on the East Coast and the largest petroleum port in the United States provided that the problem with the Bayonne Bridge is remedied. Maintenance dredging was also performed at a number of terminals and channels in the port.

Construction on the last portion of the Port Jersey Channel is underway. The contractor is dredging over the Passaic Valley Sewerage Commissioners outfall that runs under the channel. Because of the way the outfall was constructed (over 100 years ago), the weight over the tunnel must be maintained or the tunnel would be in danger of collapsing during high flows. The contractor is placing large steel plates on a stone bed in the area over the tunnel to replace the weight of the sediment. This exacting work is taking longer than anticipated, but the project should be complete by June, 2012.

A problem in need of an immediate solution is that the current height of the Bayonne Bridge (151 ft clearance at the centerline of the channel) will not allow the new generation of container ships to pass



The Bayonne Bridge is one of the longest steel arch bridges in the world with a 1,675-foot central span. The primary purpose of the bridge was to allow vehicular traffic from Staten Island to reach Manhattan via the Holland Tunnel. The 151-foot air draft restriction beneath the Bayonne Bridge is an obstacle for larger ships doing business with marine terminals west of the Bridge. Port Authority announced a "Raise the Roadway" alternative to provide the most effective solution to the Bayonne Bridge clearance issue — raising the bridge's roadway to approximately 215 feet to increase the existing 151-foot navigational clearance restrictions.

under it. Therefore, they will be unable to reach Port Elizabeth, Port Newark and the Howland Hook terminals. This will have a detrimental impact on this region's economy, because vessel owners will look to other ports. Fortunately, the Port Jersey Channel will be completed soon and will allow ships to berth in the region even if they cannot get under the Bayonne Bridge.

The M-95 marine highway feasibility study is complete and should be published in early 2012. The MARAD sponsored project has identified the impediments to initiation of domestic waterborne shipping along the I-95 corridor. Marine highway continues to be the most cost-effective way to increase capacity and decrease congestion along the East Coast, will improve environmental quality and provide much needed jobs in the ship building and maritime sectors. Congress is currently considering important marine highway legislation that may level the playing field for this mode.



The History of State Pilotage

The Profession of maritime pilotage is little understood by the general public.

Simply stated, pilots have extensive knowledge of local waters, and as such are competent to direct the navigation of a vessel as it approaches land, enters a harbor, and is underway within the harbor. It is an ancient profession. The 27th Chapter of Ezekiel, the prophet speaks of pilots four times. Pilots are referred to in the writings of Homer and Virgil. Marco Polo employed Arab pilots on his first voyage to the Orient. In the sixteenth and seventeenth centuries, the pirates of the Barbary Coast plundered and pillaged coastal villages from Gibraltar to Iceland, enslaving many of the villagers. Local fishermen were prime captives because of their seamanship and knowledge of local waters. They were sold at a premium in the slave markets and were later pressed in to service by their masters as pilots on marauding corsairs. The defeat of the Spanish Armada has been attributed to the absence of pilots on board, who were familiar with the peculiarities of the English Channel. The Dutch held pilots in high esteem because of their knowledge of local waters, which had a great deal to do with the success of the Dutch East India Company. The word “pilot” is derived from the Dutch words *pijl loads*.

Thirty years after the British took New Amsterdam from the Dutch in 1664, The Sandy Hook Pilots—also known as Maritime Pilots—were officially recognized by the Colony of New York. Its members were valued by ship owners and cargo owners alike because of the pilots ship handling skills, intimate knowledge of the harbor, estuaries, shoals, tides, and winds. The pilots were allowed a fee for their services—the amount of the fee was a function of the size of the ship—which is still the case. The Sandy Hook Pilots are one of the oldest pilots groups in the United States. Sandy Hook Pilots have served under two flags, British and American.

Under the Commerce Clause of the Constitution, the Congress was given the power to regulate commerce with foreign nations and among the several states. In implementing this, the Congress in 1789 decided that because pilotage was a matter of local concern, it should be regulated by the states, which remains the case today. During the Revolution and the War of 1812, pilot boats were issued “Letters of Marque” by Congress and the states in order to support the infant Continental Navy. The Federal Act of 1837 provided that duly authorized pilots of either state, having common water boundaries, may be employed by ships coming into or going out of any such waters. This enabled both New York and New Jersey pilots to pilot ships bound to or from all ports on the Upper and Lower Bays and their tributaries. In 1837 New Jersey enacted the legislation that created the New Jersey Board of Commissioners of Pilotage—recently renamed the New Jersey

Maritime Pilot and Docking Pilot Commission—for the purpose of licensing and regulating pilots. New York law provided for a similar commission. In the latter part of the eighteen hundreds, the New Jersey licensed and New York licensed Sandy Hook Pilots consolidated their efforts by the founding of the United New York and New Jersey Sandy Hook Pilots Benevolent Association.

In the days of sailing ships, the pilots used swift sailing schooners which served as off-shore pilot stations. Pilots assigned to pilot an inbound vessel were taken to the vessel in a rowing yawl. The rowers were young apprentice pilots. When the yawl reached the side of the ship, the pilot climbed the Jacobs ladder to the deck. For outgoing vessels the procedure was reversed. By the end of the nineteenth century, engine propelled boats began replacing the sailing schooners and the rowing yawls. Today the station boat cruises in the Atlantic east of Sandy Hook. Pilots are taken between the station boat and arriving and departing ships by high speed motor launches. Apprentices are schooled in their craft by serving as crew and officers on the launches and station boat, and piloting ships under the tutelage of licensed pilots.

During World War II the Harbor was the staging site for large convoys bound for Europe and the terminus for returning convoys. Because of the large number of ships moving in the Harbor at the same time, there was a need for the most experienced masters and mates of tug boats to serve as a force multiplier by piloting ships within the harbor and docking and undocking them. This tradition continues to this day, and those with the requisite experience, apprentice training, and successful completion of an exam are licensed as Docking Pilots.

Piloting is a dangerous profession for both Sandy Hook Maritime Pilots and Docking Pilots. Prior to the advent of radar, pilot boats were frequently run down by ships during periods of reduced visibility. During the Blizzard of 1888 and its accompanying Nor' Easter several pilots were killed. Today the most hazardous part of the job is when a small boat carrying a pilot maneuvers to the side of a large ship, that may be moving at eight knots or more in heaving seas. Once the launch or tug is alongside of the large ship the pilot must gauge the right moment to step from the deck of the pitching launch to the Jacobs ladder—a rope ladder hanging on the side of the ship. To misgauge can be fatal or result in crushed limbs if the pilot is trapped between the side of the launch and the ship. In recent years there have been several pilots who have been seriously injured, but fortunately no fatalities.

Franklin D. Roosevelt wrote of the Sandy Hook Pilots, "...your staunch pilot boats are always ready in storm and fog, and it takes skill courage, and long years of experience to carry on the important and hazardous work so necessary to our commerce."

Bibliography. "Always on Station", authored by Francis J. Duffy; "State Pilotage in America", published by the American Pilots Association; *Pirates of Barbary* authored by Adiran Tinniswood.

Maritime Pilots



Captain Ronald Perry and family at the January 18, 2011 meeting. Pictured left to right are: Commissioner Stanley Wiklinski, Commissioner Timothy Dacey, Commissioner Thomas Daly, Captain Ronald Perry, Mitchell Perry, Leigh Perry, Daniel Perry and Rosemarie Perry.

Active Maritime Pilots

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

The Sandy Hook Pilots' Association (licensed as Maritime Pilots in New Jersey) are chartered to safely guide ships into and out of the port. The Sandy Hook Pilots are licensed by either the State of New Jersey or New York.

At the Commisison January 18, 2011 meeting Ronald S. Perry was sworn in as a Deputy Maritime Pilot. Captain Perry began his apprenticeship on February 1, 2006. He holds a Bachelor of Arts Degree from Maine Maritime Academy.

Michael C. Chambers was sworn in as a Deputy Maritime Pilot at the Commission's April 19, 2011 meeting. He began his apprenticeship on February 1, 2005. Captain Chambers holds a Bachelor of Arts Degree from Binghamton University.

*Currently assigned to the Hudson River.

Vessels Piloted by Maritime Pilots

MONTH	INBOUND	OUTBOUND
January	194	206
February	180	185
March	213	222
April	210	196
May	221	221
June	219	230
July	224	217
August	201	218
September	230	247
October	208	220
November	200	194
December	199	199
TOTAL	2409	2557



Captain Michael Chambers and family at the Commissions April 19, 2011 meeting. Pictured left to right are: Sherri Freedman, Hannelore Chambers, William C. Chambers, Linda Chambers, Captain Michael Chambers and William C. Chambers, Jr.



Apprentice Mark Wanderer and family at the Commissions February 15, 2011 meeting. Picture left to right are: Commissioner Thomas Daly, Mark Wanderer, Annette Wanderer and Robert Wanderer.



Maritime Pilot Apprentices

In accordance with the Pilot Apprentice Program established by regulation, the Apprentice Selection Committee met and selected a slate of ten (10) candidates and five (5) alternates for forthcoming apprentice positions. The list, which became effective on October 19, 2010 is be kept on file for two years.

The committee is 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. The Committee is scheduled to begin a new round of interviews in 2012.

At the Commission's February 15, 2011 meeting, Mark Wanderer was appointed an apprentice for the Sandy Hook Pilots Apprentice Training Program. He is a graduate of USMMA and holds a Third Mate Unlimited Tonnage Steam or Motor Vessels license.

Ryan Pakalik was appointed an apprentice for the Sandy Hook Pilots Apprentice Training Program at the Commissions October 18, 2011 meeting. He is a graduate of SUNY Maritime and holds a Third Mate Unlimited Tonnage Steam or Motor Vessels license. He has recently been approved to upgrade to a Second Mate and Master of vessels up to 1600 GT.

Registered Maritime Pilot Apprentices

Karen A. Basciano
Douglas Einhorn
Leonard Evans
Graham A. Mergenthaler
Ryan Pakalik
Kevin J. Walsh
Mark Wanderer

Retired Maritime Pilots

A.E. Braendly	J.F. McCarthy
R.E. Cox	J. Licata
C.W. Dahmen	D.M. Mercereau
R.A. Deane	W.G. Metting
E.J. Haggerty	D.J. McInerney
W.C. Hansen	R.F. Pennea
W.B. Hodgins	T.W. Peters
R.D. Jones	J.H. Peterson
T.J. Keating	F.E. Reil
R.V. Keenan	J.L. Renesse
G.W. Kissenberth	D.T. Smith
G.W. Kissenberth, Jr.	K.P. Sorenson
G.A. Mason	T.J. Walsh
C.A. Massey	W.F. Winter



Apprentice Ryan Pakalik and family at the Commissions October 18, 2011 meeting. Pictured left to right are: Commissioner Stanley Wiklinski, Captain Andrew McGovern, Michael Pakalik, Maureen Pakalik, Ryan Pakalik and Commissioner Timothy Dacey.



Docking Pilots

Docking Pilots are a group of highly experienced, master ship handlers who dock and undock ships with the use of tugboats. They are tasked with moving a vessel, sometimes the length of three football fields. With the use of radios, tugboats and an intricate knowledge of channels the Docking Pilot brings the vessel to safely rest alongside its berth. Prior to becoming eligible for state licensing these pilots must undergo the highest level of professional training.

At the Commission's October 18, 2011 meeting, Scott Esposito was sworn in as a New Jersey State licensed Docking Pilot after completing his state licensing exam with high marks. Captain Esposito was appointed to the Docking Pilot Apprentice Training Program at Interport Pilot Agency, Inc. on September 22, 2009. Captain Esposito holds a Bachelors of Science Degree in Marine Engineering from SUNY Maritime College and has ten years experience in the tug industry.

Vessels Docked and Undocked by Docking Pilots

MONTH	# OF MOVEMENTS
January	770
February	667
March	828
April	819
May	881
June	816
July	824
August	789
September	819
October	844
November	784
December	753
TOTAL	9594

Active Docking Pilots

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

****Pilot is Inactive.**

Retired Docking Pilots

P. Harris
J.M. Naughton
G.A. Stitik



At the Commission's October 18, 2011 meeting Captain Esposito was sworn in as a New Jersey State Licensed Docking Pilot. Pictured left to right are: Jaclyn Esposito, Captain Scott Esposito and Commissioner Timothy Dacey.



Karl Gadow and family at the Commissions August 16, 2011 regular meeting. Pictured left to right are: Captain Kevin Gadow, Ellen Gadow, Commissioner Thomas Daly and Captain Karl Gadow.

Relationships with the New York Board, the U.S. Coast Guard and other Maritime Agencies

The Commission works in conjunction with the Board of Commissioners of Pilotage of the State of New York on numerous matters. The Pension Surcharge and the Capital Improvement Committees are joint committees established by New York legislation. These Committees give the New Jersey Commission voting power on such items as the pension surcharge and capital expense surcharge rates charged by the maritime pilots. This Commission also works cooperatively with the New York Board as joint members of the Apprentice Selection Committee. The committee makes recommendations every two years on those individuals eligible to be appointed maritime pilot apprentices. From this group of qualified applicants the Commissions appoint the needed new apprentices. The two Commissions also consult and set certain fees charged by maritime pilots for intra-harbor ship movements.

Docking Pilot Apprentices

In accordance with the Pilot Apprentice Training Program established by regulation, the apprentice Selection Committee met and selected a slate of four candidates for the forthcoming apprentice positions. The new list which became effective June 21, 2011 will be kept on file for two years. The Apprentice Selection Committee is comprised of three industry representatives, one Commissioner and the Executive Director.

At the Commissions August 16, 2011 meeting, Karl Gadow was appointed an Apprentice for Metro Pilots Training Program. He holds a Bachelors of Science Degree in Marine Transportation and comes with over ten years of experience in the tug industry.

Alex Woodworth was appointed an Apprentice for the Apprentice Training Program of Interport Pilot Agency Inc. on September 20, 2011. Mr. Woodworth holds a Bachelors of Science Degree in Marine Transportation from Massachusetts Maritime Academy and has over ten years experience in the tug industry.

Registered Docking Pilot Apprentices

Christopher Baker
Jonathan Miller
Karl Gadow
Kirk Pinto
Alex Woodworth

Alex Woodworth was appointed an apprentice at the Commissions September 20, 2011 meeting. Pictured left to right are: Captain Alex Woodworth, Commissioner Timothy Dacey and Captain Louis Bettinelli.

The Commission maintains regular contact with the United States Coast Guard (USCG) and has developed an 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. The Commission is currently in negotiations to establish an MOA with the USCG to formalize the accident and information sharing procedures.

The Commission regularly consults with the maritime industry and other professional organizations, including NOAA, the New York Harbor Safety, Navigation and Operations Committee, the American Pilots Association, the American Harbor and Docking Pilots Association, International Maritime Pilots Association, and the Port Authority of NJ/NY, in an ongoing effort to ensure security and safe maritime operations.



Vessel Incidents

In the year 2011 the Occurrence Investigation Committee of The New Jersey Maritime Pilot and Docking Pilot Commission investigated and reported on a total of twenty-eight incidents that involved either a New Jersey State Licensed Maritime Pilot or Docking Pilot. Following is a summary of each incident investigated by a Commissioner and the actions taken by the Commission.

Vessel-Nature of Incident	Date	Actions taken by the Commission
OSG Vision/OSG Barge—Near miss	02/12/2011	Pilot found non-culpable
River Elegance—Power loss	03/03/2011	Pilot found non-culpable
CMA CGM Puget—Power loss	03/09/2011	Pilot found non-culpable
Faust—Allision with buoy	03/09/2011	Pilot found non-culpable
Grand Guinea—Allision with buoy	03/10/2011	Pilot found non-culpable
Faust—Allision with buoy	03/10/2011	Pilot found non-culpable but advised to consider a delay of passage when weather dictates.
Atlantic Cartier—Engine failure	03/12/2011	Pilot found non-culpable
YM Eminence—Power loss	03/27/2011	Pilot found non-culpable
CSCL Felixstone—Allision with Bayonne Bridge	04/01/2011	Pilot found non-culpable
CSAV Laja—Engine failure	04/13/2011	Pilot found non-culpable
Oleander—Allision	05/05/2011	Pilot found non-culpable
New York—Allision	05/25/2011	Pilot found non-culpable
Sequoia—Near Miss	06/05/2011	Pilot found non-culpable
Celebrity Summit—Allision	06/08/2011	Pilot found non-culpable
Eagle Baltimore—Surge damage	06/08/2011	Pilot found non-culpable
T/V Mare Carribean—Allision with AKRR Bridge	07/24/2011	Pilot found non-culpable
Amalthea—Allision with AKRR Bridge	08/30/2011	Pilot found non-culpable
President Jackson—Allision with Bayonne Bridge	08/31/2011	Pilot found non-culpable
Maersk Wyoming – Engine did not start	09/06/2011	Pilot found non-culpable
M/V Grand Guinea—Power loss	09/07/2011	Pilot found non-culpable
River Elegance—Engine did not respond	09/18/2011	Pilot found non-culpable
High Wind—Power loss	10/28/2011	Still under investigation
M/V Imari—Allision with buoy	10/28/2011	Still under investigation
Stolt Innovation—Allision with barge	11/04/2011	Still under investigation
Maersk Wisconsin—Collision	12/5/2011	Still under investigation
APL Tourmaline—Possible contact with bank	12/16/2011	Pilot found non-culpable
Feyza—Allision	12/28/2011	Still under investigation
Caroline Maersk—Allision with Bayonne Bridge	12/12/2011	Still under investigation

COMMISSIONERS

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

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

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

COMMISSIONER STANLEY E. WIKLINSKI, Old Tappan, New Jersey. Member of the U.S. Naval Academy class of 1958 and holder of a Master of Fine Arts Degree from Yale University, Mr. Wiklinski served 8 and ½ years on active duty as a Commissioned Naval Officer, obtaining the rank of Lt. Commander. Graduate School and 13 years of active Naval Ready Reserve service followed. Mr. Wiklinski retired from the United States Naval Reserve with the Permanent rank of Commander. He served as the New Jersey Commissioner for Battleship New Jersey (BB-62) from 1985-1991. Commissioner Wiklinski was appointed to the Commission in December 1991.

After eight years of dedicated service to the New Jersey Maritime Pilot and Docking Pilot Commission and over 30 years of service to the State of New Jersey, Executive Director Charles A. Licata retired on December 31, 2011. Pictured left to right are: Commissioner Charles Wowkanech, Commissioner Timothy Dacey, Charles Licata, Arlene Licata, Commissioner Charles Stapleton, Joseph Licata, Commissioner Stanley Wiklinski, Adele Licata, Andre Stuckey and Thomas Licata.



COMMISSIONER CHARLES WOWKANECH, Ocean City, New Jersey. Mr. Wowkanech has been a leader in the labor movement in New Jersey for more than twenty-five years. He is a former business agent for the Local 68 of the International Union of Operating Engineers (IUOE). Commissioner Wowkanech joined the staff of the New Jersey State AFL-CIO in 1990 serving in various positions leading to his election as President in 1997. Under Mr. Wowkanech's leadership the New Jersey State AFL-CIO has grown to represent over one million members and nearly 1,000 affiliated unions. In addition to his service to the New Jersey Maritime Pilot & Docking Pilot Commission, Mr. Wowkanech also serves on the New Jersey State Employment and Training Commission (SETC), the Rutgers University School of Management and Labor Relations' State Advisory Council, the New Jersey State Council for Adult Literacy Education Services, the New Jersey Character Education Commission, the Governor's Commission to Support and Enhance New Jersey Military and Coast Guard installations and the Dredging Projects Facilitation Task Force. He is also a licensed U.S. Coast Guard Captain. Commissioner Wowkanech was appointed to the Commission in June 2002.

STAFF

CHARLES A. LICATA, ESQ., Voorhees, New Jersey. Mr. Licata is a veteran state employee having served as First Assistant Environmental Prosecutor and a Deputy Attorney General for most of his career. Prior to being named the Commission's Executive Director he served as its counsel. He was instrumental in the drafting and implementation of the 2004 amendments to the Commission's enabling legislation and related regulations. He serves on the United States Coast Guard's Area Maritime Security Committee and Harbor Safety Committee as the Commission's representative. Charles Licata retired from the Commission on December 31, 2011.

ANDRE M. STUCKEY, Hillside, New Jersey. Ms. Stuckey holds an Associates Degree in Business Administration from Roberts Walsh Business School where she graduated number ten in her class. Prior to joining the New Jersey Maritime Pilot and Docking Pilot Commission she was employed by the Seamen's Church Institute of New York & New Jersey, where she worked with the officers and crews of the ships traveling into New Jersey/New York. While serving as Office Manager for the Seamen's Church Institute, Ms. Stuckey began her part-time career with the Commission in October of 1998 as Secretary. Legislation passed in September 2004 which increased the Commission's scope and responsibilities made it necessary for them to recruit a full time staff. In October 2004, Ms. Stuckey was appointed Board Administrator for the New Jersey Maritime Pilot and Docking Pilot Commission. Her first hand knowledge of the port community and the life of a mariner aboard ship has been an asset to the Commission. In her spare time, Ms. Stuckey is a volunteer basketball coach for the Hillside, Recreation Department and also a volunteer coach for the North Jersey Pop Warner Football League.



Certification Pursuant to Executive Order No. 37

The New Jersey Maritime Pilot and Docking Pilot Commission's 2011 Annual Report serves as the comprehensive annual report of the Commission's operations and finances called for by Executive Order No. 37.

Pursuant to Executive Order No. 37, I, Andre Stuckey, certify that during 2011, the Authority has, to the best of my knowledge, followed all of the Commission's standards, procedures and internal controls.

*Andre M. Stuckey
Administrator*

**Editor:
Andre M. Stuckey**



Pilots: Unknown

1944

*Captains: Bill Hall,
Dave Smith,
Warren Sullivan,
George Seeth and
Henry Ahrens*

1951



*Captains: Jim Smith,
Harry Mahlman,
Chris Wood, Julius Seeth,
George Madigan and
Paul Cullison.*

1952



“Time is a dressmaker specializing in alterations”—Faith Baldwin

History in the Making!



At The Commission February 15, 2011 regular meeting Captain Elizabeth Miller was sworn in as the first female Full Branch Sandy Hook Pilot. Pictured left to right are: Captain Andrew McGovern, Commissioner Timothy J. Dacey, Commissioner Thomas F. Daly, Commissioner Stanley E. Wiklinski, Captain Elizabeth Miller, Michael Miller and Commissioner Charles Wowkanech.

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