

The New Jersey Maritime Pilot And Docking Pilot Commission



**161st
Annual Report
2009**



Front Cover:
Maiden Voyage of the *USS New York*
November 12, 2009
(Steel salvaged from the World Trade Center
was used in the construction of this vessel)
Photo courtesy of Captain John Bates

Editor:
Andre M. Stuckey



Dear Governor and Members of the New Jersey Legislature:

This Commission was formed in 1837 to license and regulate 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 seventy-eight pilots 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 New Jersey Commission, the New York Commission’s paid members 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 services, or have been duly qualified as United States Merchant Marine Officers.” No member is allowed to have a direct or indirect financial interest in a pilotage service.

All salaries and expenses of the Commission, including the state’s share of the cost of benefits, are paid from revenues received from New Jersey licensed pilots. These revenues normally exceed expenses. The net is transferred to the State Treasury. In FY 2009, \$675,000 of prior years unencumbered funds were remitted to the Treasury.

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 containerships. 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, particularly if one takes into account that much of their work is performed on narrow and heavily traveled waterways.

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. Absence 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 accident which occurs with a New Jersey pilot aboard must be promptly investigated by a Commissioner for the purpose of determining causation and to see if pilot error contributed to the accident. There were twenty-one such investigations last year alone. Major accident investigations can, and have required over 150 hours of a Com-



missioners time to ascertain the facts and prepare reports for the Commissions 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' investigations 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 ten days to the evaluation and interviewing process used to select apprentice pilots. Because more apprentices are needed there will be another round of apprentice selections in September. Given that there are separate apprentice list for Maritime and Docking Pilots a selection process takes place every year.

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 and, tides and channels. This examination is produced, monitored and graded under the supervision of a Commissioner. The examinee is allowed two-three days to complete the exam.

Not infrequently, Commissioners will board vessels with a pilot for the purpose of staying current with issues that 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 types of trips can take as many as five hours from the time of embarkation to disembarkation.

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 Surcharge and Capital Improvements Committees" 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.

Pursuant to Executive Order #66 the Commission did an extensive review of its existing regulations. As a result, the regulations were re-adopted with a number of changes. These changes are designed to provide for the better governance of the pilots we regulate while enabling state licensed pilots and apprentices to continue to respond to the ever changing needs of the industry.

The maritime pilots are in the process of upgrading the portable DGPS laptops equipped with the Raven Wheelhouse Program in an effort to keep up with the ever changing technology in our ports. We have also placed ads in the *Professional Mariner* and *Workboats Magazines* to begin the open application process for maritime pilot apprentices.

All New Jersey State Licensed pilots are well-trained, highly experienced ship handlers with excellent safety records. We encourage members of the Legislature to 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,

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



AN ABSTRACT OF THE PROCEEDINGS OF THE COMMISSIONERS

At its Annual Organization Meeting in January 2009, the following officers were elected to serve for the 2009 calendar year:

Timothy J. Dacey	President
Richard L. Amster	Vice President
Stanley E. Wiklinski	Treasurer
Thomas F. Daly	Secretary

The President made the following committee appointments:

Apprentice & Recurrent Training

Thomas F. Daly
Charles Wowkanech

Capital Improvements

Richard L. Amster
Stanley Wiklinski

Pension Surcharge

Richard L. Amster
Thomas F. Daly
Stanley Wiklinski

Apprentice Selection Committee

Stanley E. Wiklinski
Charles Wowkanech

Coast Guard Liaison

Timothy J. Dacey
Thomas F. Daly
Charles Wowkanech

Occurrence Investigation

Timothy J. Dacey
Thomas F. Daly

Audit Committee

Timothy J. Dacey
Thomas F. Daly
Charles Wowkanech

Examination Committee

Thomas F. Daly
Stanley E. Wiklinski

Safety Committee

Richard L. Amster
Charles Wowkanech

Budget Committee

Richard L. Amster
Joseph Azzolina
Charles Wowkanech

Harbor Ops

Timothy J. Dacey
Thomas F. Daly
Charles Wowkanech

The Commission held a total of twelve regular meetings, held various committee meetings and investigated twenty-one incidents during 2009.

Calendar Year 2009 Income/Expenses

Income

\$624,056.19

Expenses

\$504,556.78

(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

Liabilities

The commission had no liabilities at the end of 2009.

Contracts

Pursuant to statute the Commission reports that it has not entered into any contracts which exceed \$17,500. The largest contract the Commission entered into in 2009 was \$7,500 for our audit. A copy of the independent auditors report is available upon request.

Staff

Executive Director
Charles A. Licata, Esq.

Administrator
Andre M. Stuckey



Legislation

No legislation was considered or enacted in 2009 which effects the New Jersey Maritime Pilot and Docking Pilot Commission.

Regulations

Pursuant to E.O. #66 The New Jersey Maritime Pilot and Docking Pilot Commission did a complete review of its existing regulations. The review resulted in the Commission re-proposing its regulations with amendments. These amendments provide for the better governance of the community in which the Commission regulates. They were adopted by the Commission at its September 22, 2009 regular meeting and became effective on December 6, 2009. The Commission will review its regulations periodically to ensure that all New Jersey State licensed pilots are able to respond to the ever growing needs of the industry.

Litigation

On February 6, 2009 the Appellant Division of the Superior Court of the State of New Jersey ruled in favor of the Appellants in the matter of the New Jersey Maritime Pilot and Docking Pilot Commission's decision regarding the appointment of Apprentices.

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 in the port. In 2006 the New York Legislature passed a pilotage rate increase. The Commission adopted the rates at its November 21, 2006 regular meeting. All of the increases have been enacted. The New York Legislature is currently considering a new rate bill, S5474. This Commission will continue to monitor its progress.

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 October 1, 2008 a new rate schedule was adopted and became effective on December 1, 2008. The full context of our regulations, which includes a schedule of these rates can be found on our website at www.state.nj.us/transportation/maritimepilot.

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.
3RHIB RESCUE CRAFT	23ft	1986	In service. Out-drive replacement.
YANKEE	53ft	2005	In service. Station, Edgewater.



Pilot Boat New Jersey at Sea. Photo courtesy of Captain Richard Schoenlank, the Sandy Hook Pilots Association.

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 dredging of the main channels in the port continues. 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 KVK, Elizabeth, Newark Bay, Anchorage and Ambrose channels. The Harbor Deepening Project is approximately 50% completed at this time (December 2009), and is scheduled to be completed by 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. Maintenance dredging was also performed at a number of terminals and channels in the port.

Construction on the third and largest contract for deepening of the Port Jersey Channel was initiated in December of 2007 and will be completed by the end of February of 2010. The approach to Global Terminal, NEAT and the Bayonne Cruise Terminal is now straight and the majority of the channel is at 50 feet. Approximately 900,000 cubic yards of clean dredged material removed from the Jersey Flats was used to create fisheries habitat by partially filling in the defunct access channel on the south side of the former MOTBY. Ongoing monitoring of the area by the Corps will provide data needed to determine if this was successful.



*The Great Lakes Dredge #54 as it works to dredge in the Newark Bay.
Photo courtesy of the Sandy Hook Pilots Association.*

The fourth and last contract, which will be limited to construction over the PVSC outfall tunnel, will begin in the fall of 2010 and should take 4-6 months. Work has been initiated by the Port Authority to convert the former NEAT terminal to a container terminal.

In addition, the NJDOT/Office of Maritime Resources will be assisting a number of harbor maritime facilities with maintenance dredging this year. The dredged material will be placed in the Newark Bay Confined Disposal Facility to comply with the Corps request to close the facility. Already dredging for the Passaic Valley Sewerage Commissioners facilities in Newark Bay, as well as several Port Authority berths, has been completed and placed in the "pit", with several more facilities in the queue for placement when dredging windows open up in the summer of 2010. The NBCDF will be closed for disposal in May 2011 and will be capped with clean sand by the Port Authority.



Maritime Pilots

Active Maritime Pilots

The Sandy Hook Pilots' Association (licensed as Maritime Pilots in New Jersey) are chartered to safely guide ships into and out of the port. The Sandy Hook Pilots are licensed by either the State of New Jersey or New York. They have 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 are tasked to perform to the highest standards, and to set high expectations for successful performance on every passage to which they are assigned. 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.

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

*Currently working on the Hudson River.

Vessels Piloted by Maritime Pilots

MONTH	INBOUND	OUTBOUND
January	201	217
February	182	178
March	203	206
April	179	194
May	204	206
June	225	232
July	222	241
August	217	237
September	206	235
October	221	225
November	202	206
December	209	202
TOTAL	2471	2579



Harold Cavagnaro is sworn in as a New Jersey State Licensed Deputy Maritime Pilot at the Commissions May 19, 2009 regular meeting. Picture front row are: Dawn Cavagnaro and Harold Cavagnaro IV. Second row left to right are: Commander Jack Olthuis; Captain Andrew McGovern; Commissioner Timothy Dacey; Harold Cavagnaro, III; Commissioner Stanley Wiklinski; Laura Muller; Joan Cavagnaro and Harold Cavagnaro, Jr.



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 is kept on file for two years. To date five (5) of the ten candidates have been called into duty as an apprentice pilot and one of the candidates withdrew from the program. 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 will begin a new round of interviews in April of 2010 to replenish the list.



*Maritime pilot apprentices serve as captains aboard the Sandy Hook Pilot Boats. These launches are used to deliver pilots to and from vessels as they guide them into and out of our ports.
Photo courtesy of the Sandy Hook Pilots Association.*



At the Commissions July 21, 2009 regular meeting Captain Jon Flanders was sworn in as a Full Branch Maritime Pilot. Pictured left to right are: Commissioner Timothy J. Dacey and Captain Jon Flanders

Retired Maritime Pilots

F.J. Boslet	J. Licata
A.E. Braendly	D.M. Mercereau
R.E. Cox	W.G. Metting
R.L. Cullison	D.J. McInerney
C.W. Dahmen	E.D. O'Donnell
R.A. Deane	R.F. Pennea
E.J. Haggerty	T.W. Peters
W.C. Hansen	J.H. Peterson
W.B. Hodgins	J.L. Renesse
R.D. Jones	D.T. Smith
T.J. Keating	K.P. Sorenson
R.V. Keenan	T.J. Walsh
G.W. Kissenberth	C.A. Whiteside
G.A. Mason	W.F. Winter

Registered Maritime Pilot Apprentices

Karen A. Basciano
James R. Britton
Michael Chambers
Douglas Einhorn
Timothy M. Murray
Ronald S. Perry
Christine Razukas



Docking Pilots

Active Docking Pilots

J.D. Bates	C. T. Jonas
L.R. Bettinelli	D.E. Mattsson
A.R. Biagi, Jr.	J.K. McAllister
D.M. Blair	R.A. Moore
D.J. Brown	T. Nilsen
S.D. Brown	W.F. O'Neill, Jr.
W.E. Clifford	B.J. Paiva
F.L. Dashkoff	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	J.A. Tooker
K.R. Gadow	C.J. Weiss *
P.T. Harris	R.P. Wieners
D.E. Holmes	S. Zorovich
R.T. Jermak * *	

*Currently on leave of absence.

**Pilot is Inactive.

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, on water with only inches of clearance. 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.

Vessels Docked and Undocked by Docking Pilots

MONTH	# OF MOVEMENTS
January	920
February	757
March	776
April	708
May	816
June	993
July	850
August	812
September	777
October	773
November	780
December	752
TOTAL	9,714

Retired Docking Pilots

J.M. Naughton
G.A. Stitik



At the Commission's November 17, 2009 regular meeting Fred L. Dashkoff was sworn in as a licensed Docking Pilot. Pictured left to right are: Captain Robert Flannery, Commissioner Timothy J. Dacey, Captain Fred Dashkoff and Janet Dashkoff.

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 charge by maritime pilots for intra-harbor ship movements.

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. We are currently in negotiations to establish an MOA with the USCG to formalize the accident and information sharing procedures in the event of a change in personnel in either agency.

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.

Registered Docking Pilot Apprentices

Christopher Baker
Joseph Casais
Scott Esposito
Mark Hershey
Kirk Pinto



At the Commission's October 21, 2009 regular meeting Joseph Casais is appointed a Docking Pilot Apprentice. Pictured left to right are: Commissioner Timothy J. Dacey, Joseph Casais and Captain Robert Flannery.

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. To date three of the four candidates have been called into duty. The Apprentice Selection Committee is comprised of three industry representatives, one Commissioner and the Executive Director. Absent a request from industry for more docking pilot apprentices, the Committee will begin a new round of interviews in the fall of 2010.



At the Commissions September 22, 2009 Scott Esposito was appointed a Docking Pilot Apprentice. While members of the Apprentice Selection Committee looked on. Pictured Left to right are: Commissioner Charles Wowkanech; Executive Director, Charles Licata, Captain Robert Flannery; Scott Esposito; Commissioner Timothy J. Dacey and Captain Steven Richter.

Vessel Incidents

In the year 2009 the Occurrence/Investigation Committee of The New Jersey Maritime Pilot and Docking Pilot Commission investigated and reported on a total of twenty-one incidents that involved either a New Jersey State Licensed Maritime Pilot or Docking Pilot. Listed below 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
President Adams—Alleged Surge Damage	4/15/09	Pilot found non-culpable.
CMA CGM Eiffel—Loss of Engine	5/4/09	Pilot found non-culpable.
M/N Liamare—Hard Landing	5/4/09	Pilot found non-culpable.
Settsu—Power Loss	7/8/09	Pilot found non-culpable.
APL Japan—Power Loss	7/9/09	Pilot found non-culpable, fined for late reporting.
MSC Tokyo—Bridge Strike	7/18/09	Pilot found non-culpable.
Kasif Kalkavan—Alleged Allision	7/23/09	Pilot found non-culpable.
MSC Carla—Allision	7/29/09	Pilot found non-culpable.
Alkyonis—Power Loss	8/7/09	Pilot found non-culpable.
Maersk Yomang—Loss of Engine Power	8/20/09	Pilot found non-culpable.
Grey Shark—Power Loss	8/11/09	Pilot found non-culpable.
Aurora—Power Loss	9/8/09	Pilot found non-culpable.
Saga Ruby—Allision	10/10/09	Pilot found non-culpable.
Timashevik—Powerloss	10/15/09	Pilot found non-culpable.
Cosette—Steering Failure	10/16/09	Pilot found non-culpable.
High Nefeli—Alleged Surge Damage	10/22/09	Pilot found non-culpable.
USS New York—Allision	11/12/09	Pilot found non-culpable.
APL Beijing—Allision	12/3/09	Pilot found non-culpable.
Jo-Ask—Powerloss	12/7/09	Pilot found non-culpable.
Tain Bo He—Allision w/Bergen Bridge	12/9/09	Pilot found non-culpable.
Chemical Pioneer—Equipment Failure	12/31/09	Pilot found non-culpable.



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. Mr. 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. Mr. Amster is the longest serving member of the Commission. He was 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 June 25, 2012.

JOSEPH AZZOLINA, SR., Middletown, New Jersey. Mr. Azzolina attended both the National and Naval War Colleges. He had a 42-year legacy of service in the Navy and Naval Ready Reserves. He was a Commissioned Ensign in the U.S. Navy at age 20, thereafter Mr. Azzolina retired in 1986 as a Navy Captain. He is a graduate of Holy Cross College with a BS Degree. He also completed two full years at New York University's graduate School of Business Administration. He is currently the President of Foodtown Supermarkets (Food Circus, Inc.), with 1,200 employees and a chain of 10 SuperFoodtowns. Mr. Azzolina served a quarter-century in the New Jersey State Legislature as both a Senator and Assemblyman at various times in each of the past five decades. He is the recipient of numerous military medals and public honors and was responsible for bringing the SS New Jersey Battleship back to New Jersey after working 20 years with the Navy and the State of New Jersey to secure the ship as an educational museum and memorial. He retired from the Legislature on January 9, 2006 and was appointed to the Commission in June of 2006, his current term expires on January 7, 2013.

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. 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 Vice President of Administrative Services at Bergen Community College. 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, his current term expires on January 11, 2013.



Commissioner Timothy J. Dacey aboard the Pilot Boat Yankee as he prepares to observe pilots on station.



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 Trial Lawyers and the International Association of Barristers. Commissioner Daly was first appointed to the Commission in 1991; his current term expires on June 25, 2012.

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. Commissioner Wiklinski was appointed to the Commission in December 1991, his current term expires on June 25, 2012.

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 Tri-State Board of Governors for the United Way, 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, his current term expires on June 25, 2012.

"Wishing you fair winds and following seas"



Photo Courtesy of Captain Richard Schoenlank the Sandy Hook Pilots Association

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