

# The New Jersey Maritime Pilot and Docking Pilot Commission

2014 Annual Report  
168th Edition



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

Captain Thomas Britton  
Captain John Oldmixon  
Captain Ronald Perry  
Captain Kevin Walsh  
Captain Simon Zorovich  
Daniel Zorovich

Editor:  
Andre M. Stuckey  
Executive Director  
New Jersey Maritime Pilot and  
Docking Pilot Commission

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Dear Governor and Members of the New Jersey Legislature,

As the completion of the new locks in the Panama Canal is closer to coming to fruition, our ports and surrounding communities are doing their part to prepare for the larger vessels the new locks will bring into our ports. The raising of the Bayonne Bridge and completion of the 50 foot channel slated to be completed in early 2016 will ensure that our port can accommodate the larger vessels that have already begun to enter.



In addition to the changes being made offshore, many of our shippers, distributors and terminal agents are updating their facilities to prepare for the post-Panamax vessels. Roadways are being repaired, tracks are being updated and extended, and distribution centers are utilizing automated systems to enable them to handle a larger volume of cargo. The terminals have entered into contracts with the unions to hire additional longshoremen to enable them to respond to the growing needs of the industry and cut back on turn-around times.

New Jersey State licensed pilots and apprentices are also doing their share to prepare for the larger post-Panamax vessels. As each phase of the dredging project is completed and changes are made to the channels, our pilots travel to Vicksburg to participate in simulator exercises to ensure that the larger vessels are able to navigate safely. In addition, recurrent training programs are continually updated to ensure our pilots are able to keep up with the ever changing technology.

We pride ourselves on the speed and efficiency in which our investigations are conducted. In 2014, we hired a team of investigators to work with our Executive Director to promptly investigate all incidents. All investigations are conducted not only to determine causes and fault, but also in the spirit of lessons learned, and we continue to look at ways to prevent future incidents from occurring. We are pleased to report that of the twenty-seven incidents investigated in 2014, not one was attributed to pilot error, which is a affirmation of the excellent safety record shared by New Jersey State licensed pilots and apprentices.

We are happy to report that in 2014, the New Jersey Maritime Pilot and Docking Pilot Commission appointed the first African American female Executive Director in its 226 year history. Ms. Andre Stuckey has been working within the maritime community for 25 years. She is well respected by her peers in the industry as well as the pilots in which we regulate. She has taken a pro-active approach to her new role and continues to identify potential issues and look for solutions that will aid in keeping our ports safe. We encourage you to contact our office to meet Ms. Stuckey. She is available to meet with you at any time to brief you on the Commission and activity within our ports.

The members of the New Jersey Maritime Pilot and Docking Pilot Commission and its Executive Director serve on various committees within the Maritime Community. We continue to work with the United States Coast Guard and the National Transportation Safety Board and have established an information sharing relationship to enable all to respond quickly to investigations.

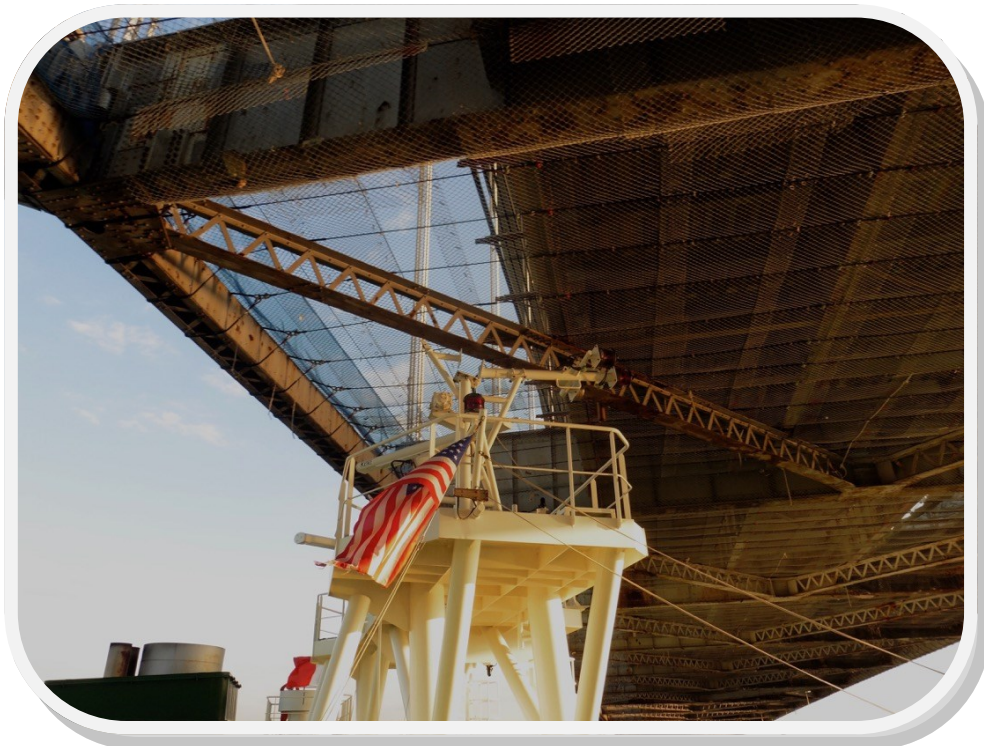
This Commission is unique in that it operates solely on funds collected from pilotage revenue without utilizing any public money. Our financial records are audited annually and posted on our website at [www.state.nj.us/transportation/maritimepilot](http://www.state.nj.us/transportation/maritimepilot) to ensure transparency. Despite trends, in 2014 the Commission managed to decrease its annual budget authority.

The Commission holds its regular public meetings at 10:00am on the third Tuesday of each month. The meetings are held at the Commission's offices in downtown Newark. We welcome members of the Legislature and their staffs to attend one or more Commission meetings. We also encourage you to contact our office and our Executive Director would be pleased to answer any questions you may have or arrange for you to view, first hand, New Jersey state licensed pilots performing their duties.

Respectfully submitted,

*Charles E. Stapleton*

President



## Overview of the Commission

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

The New Jersey Maritime Pilot and Docking Pilot Commission, formerly known as the Board of Commissioners of Pilotage of the State of New Jersey, was formed in 1837 to provide for the selection, training, licensing and regulation of marine pilots who are in charge of the navigation of oceangoing vessels that operate in the ports of New Jersey and New York and the pilotage waters south of Sandy Hook to Atlantic City.

The Commission provides oversight of the Sandy Hook Pilots Association, Harbor Pilots of New York/New Jersey, Interport Pilots Association and Metro Pilots Association. In 2014, the four pilot associations had a combined total of 42 Maritime Pilots, 34 Docking Pilots, 7 Maritime Pilot apprentices and 2 Docking Pilot apprentices.

The Commission is an “in but not of” state agency located within the New Jersey Department of Transportation. By state law, six Commission members are nominated by the Governor and, with the advice and consent of the Senate, serve three-year terms. The Commission is bipartisan—not more than three Commissioners can be members of the same political party. Commissioners are “selected from among such persons as have been officers in our naval, Coast Guard or merchant service, or have been duly qualified as United States Merchant Marine Officers.” No member may have a direct or indirect financial interest in pilotage business. The Commission’s sole source of revenue comes from fees paid by New Jersey licensed pilots. Consequently, there is no cost to taxpayers.

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

### Types of Port Cargo Movements:

- ◆ **Containerized cargo handling**—refers to the handling of cargo loaded in maritime containers. Each container, which can accommodate a nearly complete range of commodities, is handled as a single unit. The most commonly used types of containers are either 20 or 40 feet in length.
- ◆ **Breakbulk cargo handling**—is the traditional means of handling general cargo. It describes the handling of a broad variety of commodities as forest products, paper, bananas, fresh fruit, steel and cocoa beans.
- ◆ **Bulk cargo handling**—refers to the handling, in a continuous operation, of dry and liquid uniform, commodities, such as petroleum, petrochemicals, grain and coal.
- ◆ **Auto and vehicle transport**—describes the waterborne movement of motorized, wheeled units. Typically these vehicles are “rolled on and rolled off” (RO/RO) vessels with multiple decks by terminal workers.

## Commission Responsibilities

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

- Establishes pilotage regulations for vessels in state waters;
- Sets standards for training and licensing pilots;
- Selects qualified Maritime Pilot apprentices and Docking Pilot apprentices;
- Prepares and administers pilot examinations;
- Grants state pilot licenses;
- Sets rates for certain pilot services;
- Investigates maritime incidents;
- Disciplines pilots for violations of laws and regulations, including negligence, and
- Serves on various Committees within the maritime industry.

## Relationships with the Board of Commissioners of Pilots of the State of New York

The Commission works cooperatively with the Board of Commissioners of Pilotage of the State of New York (New York Board) on numerous matters. The two Commissions meet quarterly to discuss ongoing issues that affect both states and work cooperatively to investigate all incidents that involve pilots from both states. A number of joint committees exist with the New York Board to facilitate coordination, resolve issues and set policy. For example, the Commission and the New York Board serve as joint members of the Maritime Apprentice Selection Committee. The Committee makes recommendations every two years on those individuals eligible to be appointed Maritime Pilot apprentices. From this group of qualified applicants, the Commission appoints Maritime Pilot apprentices as needed. In addition, a New Jersey Commissioner meets with the "Pension and Surcharge Committee," whose members are a New York Commissioner, pilots from New York and New Jersey, and an actuary. Although industry representatives are not part of the Committee, they are invited to these meetings to provide the Committee with feedback from the maritime community. This Committee decides the level of the surcharge needed to adequately fund equipment purchases and Maritime Pilot's retirement accounts. The two Commissions also consult and sets, fees charged by Maritime Pilots.

### COMMISSIONERS

**Charles E. Stapleton**  
President

**Timothy J. Dacey**  
Vice President

**Brian McEwing**  
Secretary

**Charles E. Wowkanech**  
Treasurer

**Jacob Shisha**

### STAFF

**Andre M. Stuckey**  
Executive Director

**Kinta D. Montilus**  
Confidential Secretary

## Coordination with the U.S. Coast Guard and other Agencies

The Commission maintains regular contact with the U.S. Coast Guard and has developed an excellent working relationship with that agency. There is an ongoing program of cooperation and information sharing, particularly as it relates to incidents being investigated by both entities. In addition, the Commission regularly consults with the maritime industry and other organizations, including the National Oceanic and Atmospheric Administration, the Army Corps of Engineers, the New York Harbor Safety, Navigation and Operations Committee, the American Pilots Association, the American Harbor and Docking Pilots Association, International Maritime Pilots Association, and the Port Authority of New York and New Jersey, among others, in an ongoing effort to ensure safe and secure maritime operations.



(Left to Right): Apprentice Mark Wanderer, Rob Dobrowolski, Mike Gove, Ed Burns , News Reporter Stacey Stager, Captain Jack McCarthy, Tom Sullivan

## Heroic Rescue

On January 15, 2014, in zero visibility off Atlantic Beach, the Tugboat Sea Lion issued a Mayday broadcast that it was sinking and the crew members were abandoning the vessel. The call was heard by New Jersey Maritime Apprentice Pilot Mark Wanderer who was on watch on the pilot boat New York. The New York immediately dispatched the pilot launch America to the Sea Lion. The New York, under the Command of Captain John McCarthy, then proceeded to the sinking vessel. Both vessels aided in the rescue of the Sea Lion crew who were capsized in debris filled water. The Commission presented a commendation award to Apprentice Mark Wanderer at its April 14, 2014 meeting on behalf of all the mariners that participated in the heroic rescue.



## Operating Budget July 1, 2013 to June 30, 2014

Expenses	FY14 Approved Amount
Rent	\$27,810.00
Postage	\$250.00
Supplies	\$4,000.00
Printing	\$1,000.00
Meetings	\$4,000.00
Telephone	\$2,000.00
Newspaper/Magazine Announcements	\$3,500.00
Office Fixtures/Equipment	\$6,000.00
Awards/Plaques/Certificates	\$250.00
Legal Fees	\$1,000.00
Audit Fees	\$5,000.00
ID/Badges/Wallets	\$1,000.00
Subscriptions	\$2,000.00
Annual Memberships	\$1,500.00
Travel	\$1,000.00
Conference/Seminar/Special Events	\$2,000.00
Salaries/Taxes	\$177,673.41
Fringe Benefits	\$63,802.52
Occurrence Investigation	\$17,500.00
Continuing Education	\$2,500.00
Incidental Expenses	\$4,000.00
Pilot Training	\$10,500.00
Industry Relations	\$500.00
Commissioner Compensation	\$7,200.00
<b>Total Expenses</b>	<b>\$345,985.93</b>

Income	FY14 Approved Amount
Maritime Pilot Fees	\$350,000.00
Docking Pilot Fees	\$8,000.00
Other Income	\$0.00
Prior Year Surplus	\$12,281.99
<b>Total Income</b>	<b>\$370,281.99</b>

## Legislation

None.

## Regulations

At its January 30, 2014 regular meeting, the New Jersey Maritime Pilot and Docking Pilot Commission proposed amendments to its existing regulations. The amendments were proposed to fix errors, correct regulatory citations, consolidate language to eliminate any duplications and inconsistencies, combine certain requirements applicable to both Docking Pilots and Maritime Pilots into one section and incorporate current directives and policies. The amendments were adopted at the Commission's June 17, 2014 regular meeting. They became effective upon promulgation on July 21, 2014.

## Rate Making Matters

Pursuant to N.J.S.A. 12:8-24.1, the rates charged by New Jersey licensed Maritime Pilots are to be the same as those charged by New York State licensed Maritime Pilots. These rates are passed by New York Legislature and are subject to the approval of the New Jersey Maritime Pilot and Docking Pilot Commission.

On June 6, 2012, the New York Legislature passed a Maritime Pilotage rate increase. The new pilotage rates, which became effective January 1, 2013, allows for a gradual increase of 12% over a five-year period. The rates are as follows:

3% Pilotage rate adjustment effective January 1, 2013
2% Pilotage rate adjustment effective January 1, 2014
3% Pilotage rate adjustment effective January 1, 2015
2% Pilotage rate adjustment effective January 1, 2016
2% Pilotage rate adjustment effective January 1, 2017

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

Pursuant to N.J.S.A. 12:8-24.1, certain fees charged by New Jersey licensed Maritime Pilots must be established by the New Jersey Maritime Pilot and Docking Pilot Commission after consulting with the Board of Commissioners of Pilotage of the State of New York. These fees include rates for vessels undertaking intermediate or intra-harbor movements in the ports of New Jersey/New York and for vessels entering or

departing ports south of Sandy Hook, including Atlantic City. The most recent rate increase became effective on February 7, 2011. The Commission does not have the authority to set rates charged by Docking Pilots.

## **Assets, Liabilities and Contracts**

The Commission operates its Executive Offices in Newark, New Jersey, which is equipped with all the items needed to run the organization. The value of these items do not exceed \$25,000.

Pursuant to state statute, the Commission reports that it has entered into a contract with the New Jersey Transit Corporation for the use of office space, the board room and various utilities. This contract is currently for \$26,028.00 and it is subject to an annual rate adjustment based on the Consumer Price Index on July 1 of every year. The Commission had no liabilities at the end of 2014.

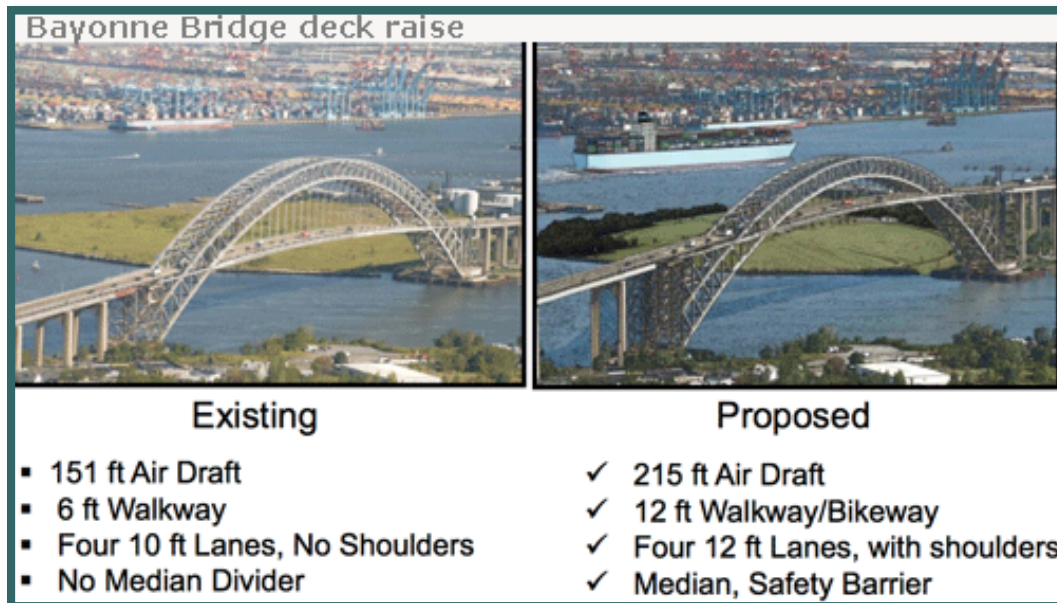


## Looking Ahead

Significant progress is being made to prepare our ports for the larger post-Panamax vessels that have already begun to enter. Channels have been deepened and continue to be maintained at 50 feet. The raising of the Bayonne Bridge, slated to be completed in early 2016, will ensure sufficient air draft. To aid in the transition of moving cargo inland, rail facilities are expanding while roadways to port facilities are being improved.

New Jersey's close proximity to the Port makes it an attractive outlet for the location of large distribution activities. Cargo movements are transported inland from the distribution facilities in the following ways:

- Long Distance Truck
- Short Distance Truck
- Barge
- Rail
- Pipeline



The cruise industry has had a positive impact on the economy as passengers are pumping additional revenue into nearby cities. The public and private sectors have invested over \$2.5 billion to ensure terminals, waterside and landside facilities can efficiently handle the increasing cargo and passenger volumes.

By the year 2017, forecasted investment activity will result in:

- 24,130 construction jobs
- 40,370 total jobs in the region
- Nearly \$2.7 billion in personal income
- Ove \$5.6 billion in business income, and
- More than \$750 million in federal, state, and local tax revenues



The New Jersey Maritime Pilot and Docking Pilot Commission and the community we regulate continue to work cooperatively to ensure our ports are safe and well equipped for the larger post Panamax vessels. We take a pro-active approach and regularly meet with ship owners, terminal agents, terminal operators and industry representatives to identify potential issues and develop solutions to minimize the effect on marine traffic which helps to keep our strengthening economy moving in the right direction.



### Sandy Hook Pilots Association

Since its inception, the Sandy Hook Pilots Association (75 pilots) has continued to provide pilotage service on a consistent, reliable, daily basis with professional, competent pilots entering and departing the Port of NJ/ NY. The challenges continue as ships grow larger and deeper each year while the port is dredged and terminals expand to accommodate vessels of enormous dimensions. As the Panama Canal expands and the Bayonne Bridge is raised, we anticipate increased frequency of even larger vessels, with the completion of both projects by late 2016. Training, coordination, constant review of policies, and the creation of safety measures by pilots are necessary to ensure the safe and expedient flow of maritime traffic. These are exciting times as a generational shift in vessel sizes occurs to handle current and future commerce and cargo expected at this port, which is so vital to the economic well-being of the entire region.

The Sandy Hook Pilots continue to recover from the devastation to their base of operations from Superstorm Sandy in 2012. Major rebuilds of the pier and bulkhead at the base have already occurred and current construction of a replacement building that will provide shop space, dispatch office, an administrative floor, and pilot berthing is well underway – completion date scheduled for October 2015. Once completed the new building will serve them for many years to come, and also benefit the maritime community and port of New Jersey/New York by providing a coordination center for all things maritime.

The Sandy Hook Pilots always appreciate the time and effort devoted to the state pilot system by the New Jersey Maritime Pilot and Docking Pilot Commission, and look forward to continuing their vital pilot service to this thriving and remarkable port.

Captain Richard J. Schoenlank  
President,

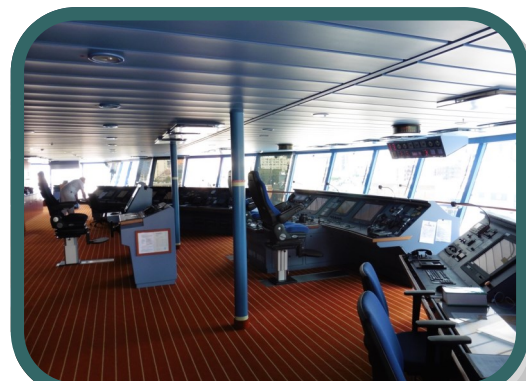
## Sailing forward with

### Interport Pilots Association

Piloting in the Port of New York/New Jersey is probably one of the best pilot jobs around. This port has always been a hub and one of the busiest and most interesting in the country. The port is an economic engine critical to the New Jersey economy. Those who work in the maritime business and the thousands of companies with millions of jobs dedicated to its support know this fact. The four pilot groups are at the center of it all, bringing ships in and out of the port with safety records that are unsurpassed.

The Port of New York/New Jersey has changed dramatically over the past several decades. For those of us in the industry, there are many reasons to be optimistic. One of those reasons are changes in the port's infrastructure presently underway, a sure signal of the commitment to the next generation of vessels that will be calling here and a commitment to a vibrant port. Another reason, one very important to Interport Pilots, is the remarkable progress that has been made toward this country's energy independence. Oil production is up and this development will be good news for the region, the state of New Jersey, and the port. This is also great news for the American seaman as it very likely signals a resurgence of the U.S. Merchant Marine. Good news indeed. Interport Pilots is very optimistic about the future of our port.

Captain Louis Bettinelli  
President



### Harbor Pilots of New York/New Jersey

As has been the trend, this year has brought ships into the harbor of New Jersey/New York that are again larger and deeper.

At one point, the mere size of these vessels would be prohibited simply because of channel depth, but with the efforts put forth in the planning and systematic dredging of the harbor, access to New Jersey/New York Harbor has greatly improved.

Panamax ships (965' x 106'), which once were the biggest ships to enter our port, are now what we consider a feeder ship.

The tugboat companies that are involved in ship docking have recognized the need for bigger and more powerful tugs and have met it head on by building tractor tugs which are more versatile and have greater maneuverability than conventional tugs.

With the completion of the raising of the Bayonne Bridge and the opening of the new Panama Canal, it is likely that the New/Jersey/New York Harbor will again see a rise in the number and size of vessels calling on it.

The ever changing landscape of the harbor combined with the increased size and depths of the ships continues to make our jobs as pilots an exciting and challenging one.

Captain Robert Ellis  
President

## the Pilot Associations

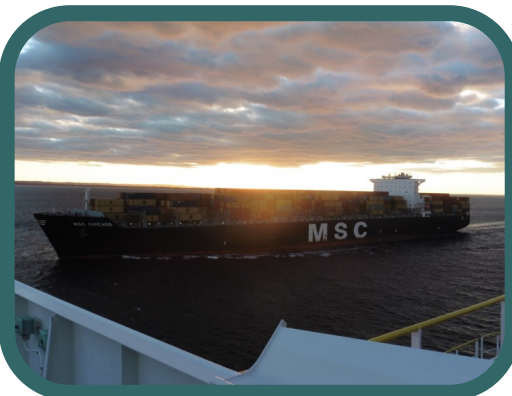
### Metro Pilots Association

After fifteen years of dredging and tens of thousands of ship transports, the fifty foot channel has been completed. All but for one pipeline crossing from Brooklyn to Staten Island. The removal of this pipeline should be completed by years end. During this time the docking pilots had just half a channel of which to navigate. Whether going ahead or backing down these moves were accomplished with nary an incident. I commend the pilots for a job well done.

With that being said there are new challenges on the horizon. The increased height of the Bayonne Bridge which should be completed by October 2016, will bring a new class of ships (longer - wider). The pilot groups (Metro Pilots - Harbor Pilots of NY/NJ Docking Pilots—Interport Pilots— Sandy Hook Pilots) have already been in discussion about how the ships should be handled in order to keep traffic flowing smoothly and most importantly "Safely". Communication is key.

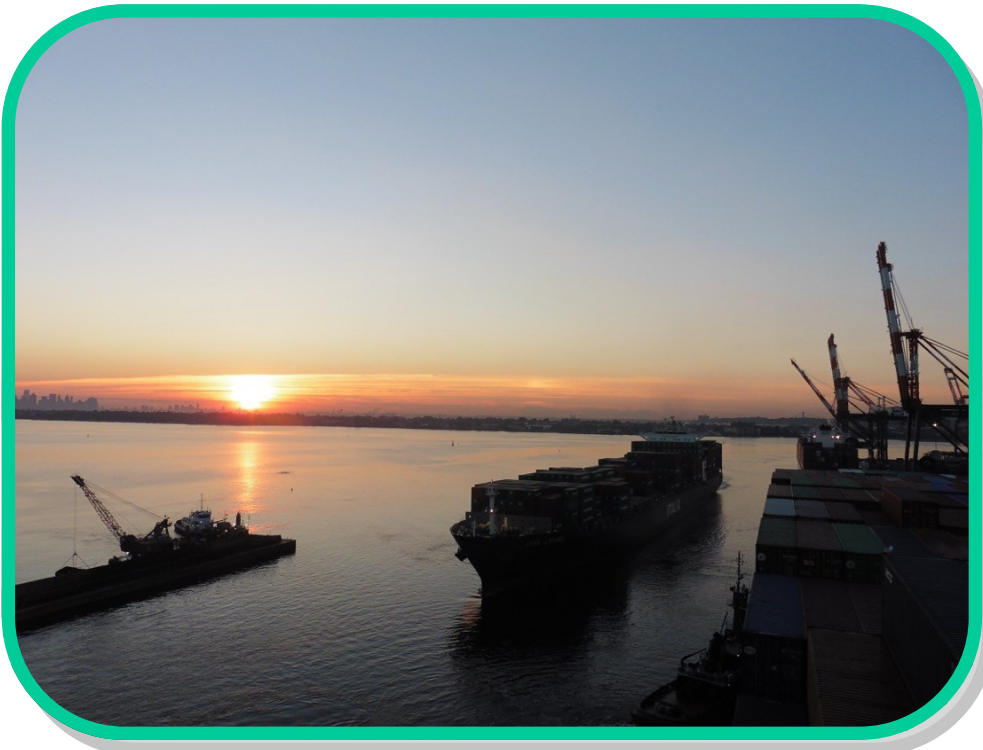
In conclusion I would like to state that New York - New Jersey Harbor is a de-facto two pilot system. I believe this is the reason for our impeccable safety record.

Fair Winds and Following Seas!  
Captain Robert Flannery  
President



**Number of Vessels Piloted By New Jersey State Licensed Pilots**

Month	Maritime Pilots	Docking Pilots
January	352	746
February	324	680
March	386	769
April	380	746
May	461	888
July	404	816
July	396	798
August	421	819
September	398	754
October	430	811
November	382	769
December	345	745





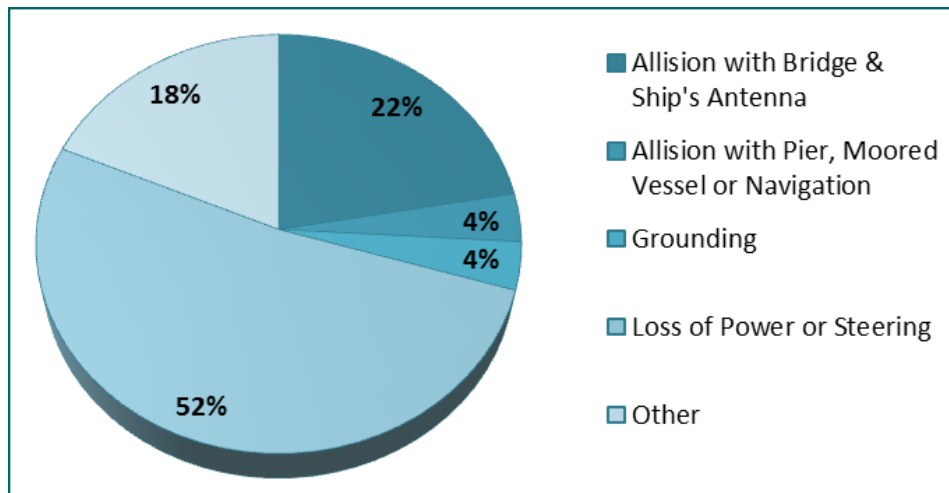
# All in a Day's Work of New Jersey Licensed Pilots!



## Vessel Incidents

Case No.	Vessel	Date	Nature of Occurrence	Cause
2014.1	MSC Rania	2 Feb 14	Collision	Equipment Failure
2014.2	MSC Toronto	7 Feb 14	Loss of Power	Equipment Failure
2014.3	MSC Pamela	24 Feb 14	Allision Bridge/Ship Antenna	Crew Error
2014.4	Sun Round	2 Mar 14	Loss of Power	Pending Report
2014.5	Wanderer	18 Mar 14	Collision	Equipment Failure
2014.6	Jona	31 Mar 14	Allision Bridge/Ship Antenna	Crew Error
2014.7	Singapore Express	2 Apr 14	Loss of Power	Crew Error
2014.8	Maersk Danang	15 Apr 14	Loss of Power	Equipment Failure
2014.9	Chemical Provider	14 May 14	Loss of Power	Equipment Failure
2014.10	CSAV Loncomillia	16 May 14	Allision w/Pier	Not Determined
2014.11	MSC Toronto	23 May 14	Allision Bridge/Ship Antenna	Crew Error
2014.12	Port Richmond	29 May 14	Assist Tug Grounded	Not Determined
2014.13	AMI	2 Jun 14	Allision Bridge/Ship Antenna	Crew Error
2014.14	STI Beryl	14 Jun 14	Surge Damage	Pending Report
2014.15	CMA CGM Matisse	8 Jul 14	Loss of Power	Not Determined
2014.16	Global Oriole	25 Jul 14	Loss of Power	Equipment Failure
2014.17	Puccini	8 Aug 14	Engine Loss	Equipment Failure
2014.18	Bremen Express	3 Oct 14	Loss of Power	Equipment Failure
2014.19	Hanjin Newport	3 Oct 14	Loss of Power	Pending Report
2014.20	Maersk Chicago	21 Oct 14	Failure to Start	Pending Report
2014.21	Hanjin Rio de Janeiro	1 Nov 14	Parted Lines of Docked Vessel	Not Determined
2014.22	MSC Martina	3 Nov 14	Loss of Power	Not Determined
2014.23	Rainbow Quest	7 Nov 14	Allision Bridge/Ship Antenna	Crew Error
2014.24	Stolt Sapphire	18 Nov 14	Temporary Engine Loss	Equipment Failure
2014.25	Hyundai Glory	5 Dec 14	Loss of Power	Pending Report
2014.26	Saint Nicholas	29 Dec 14	Loss of Power	Pending Report
2014.27	Genuine Ace	9 Dec 14	Allision Bridge/Ship Antenna	Pending Report

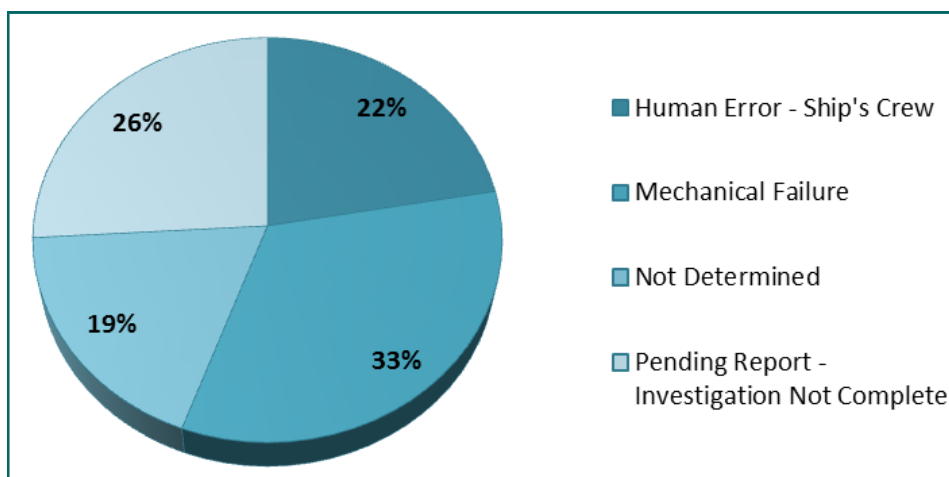
**2014 Incidents by Type**

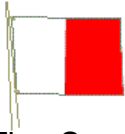


Mishaps have the potential to cause widespread death and destruction, as well as substantial interruption to the region’s economy. The Commission promptly investigates every accident that occurs involving a New Jersey licensed pilot or apprentice to determine causation and ascertain if pilot error contributed to the accident. When appropriate, the Commission initiates corrective actions such as requiring pilots to undergo specialized training or orders a suspension or revocation of piloting activities. The Commission is the only state or federal agency empowered to suspend or revoke a pilot’s state license.

The pilots licensed by the New Jersey Maritime Pilot and Docking Pilot Commission enjoy an enviable safety record. In 2014, the Commission investigated twenty-seven incidents. The two highest factors for marine incidents were mechanical failure (33%) and crew error (22%).

**2014 Incidents by Cause**





## Maritime Pilots

The Sandy Hook Pilots Association (licensed as Maritime Pilots in New Jersey) are chartered to safely guide ships into and out of the Port of New York/New Jersey. The Sandy Hook Pilots are licensed by either the State of New Jersey or the State of New York. In 2014, there were forty-two active New Jersey State licensed Maritime Pilots serving the port of New Jersey/New York.

In accordance with the Pilot Apprentice Program established by regulation, the Apprentice Selection Committee met and selected a slate of ten (10) candidates and five (5) alternates for the forthcoming apprentice positions. The list, which became effective on November 13, 2014, is kept on file for two years.

Douglas P. Einhorn, Jr. was sworn in as a Deputy Maritime Pilot at the Commission's February 18, 2014 meeting. Captain Einhorn attended Kings Point Academy where he majored in Marine Transportation and graduated with a Bachelor of Arts in Marine Science. Upon graduating, he worked in the tug industry for 3 years prior to being accepted into the Sandy Hook Pilots Apprentice Training Program. We are confident that Captain Einhorn will be an exemplary pilot.





## Sandy Hook Pilots Association

The United New Jersey Sandy Hook Pilots Association  
Captain Richard J. Schoenlank, President

### Active Maritime Pilots

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

### Maritime Pilot Apprentices

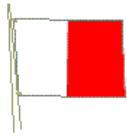
J.P. Britton	S. Rivas	R.P. Pakalik	M. Wanderer
G.A. Mergenthaler	P. Torres	N. Pitch	

### Retired Maritime Pilots

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

### Floating Equipment

Name of Vessel	Length	Built	Status
New York	182 ft	1972	In Service
New Jersey	146 ft	1986	In Service
Sandy Hook	65 ft	1985	In Service
America	56 ft	2000	In Service
Phantom	56 ft	2000	In Service
Wanderer	56 ft	2001	In Service
Trenton	48 ft	1983	In Service
Newark Bay	44 ft	1968	In Service
Ambrose	44 ft	1979	In Service
RHIB Rescue Craft (3)	23 ft	1986	In Service
Yankee	53 ft	2005	In Service



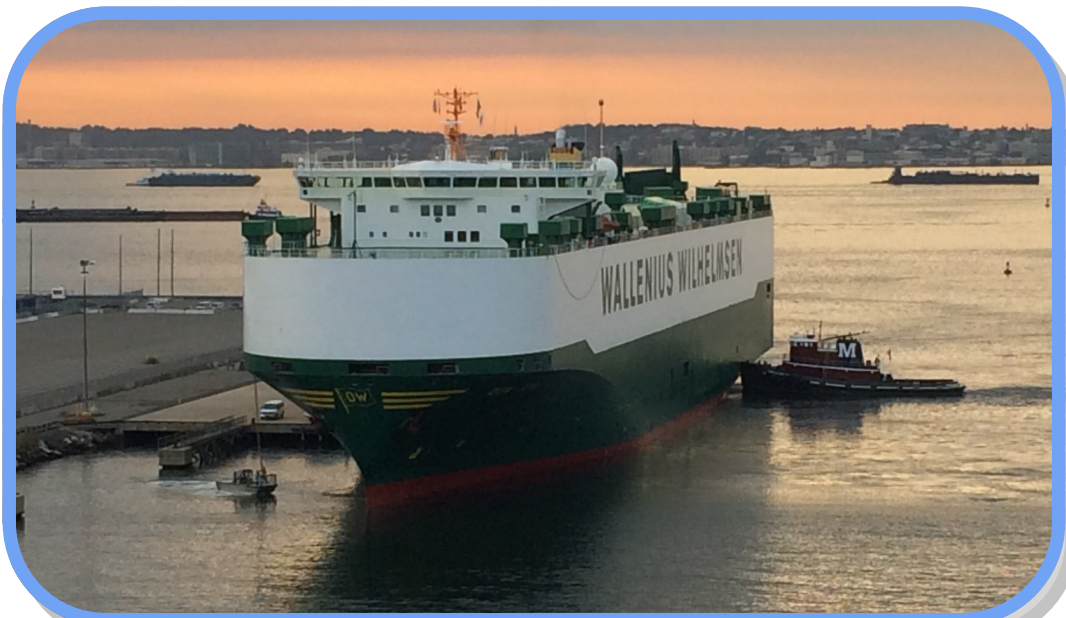
## Docking Pilots

Docking Pilots are highly experienced ship handlers who dock and undock ships with the use of tugboats. Docking Pilots also handle intraport movements requiring tugboat assistance. In 2014, there were 36 New Jersey state licensed Docking Pilots employed by three independent Docking Pilot associations, Interport, Metro and Harbor Pilots.

The Docking Pilot Apprentice Selection Committee met in the summer of 2013 and selected a slate of seven (7) candidates for future apprentice selection positions. The list, which became effective on September 17, 2013, is kept on file for 2 years and will expire on September 17, 2015. The Apprentice Selection Committee, which is comprised of three industry representatives, one Commissioner, and the Executive Director will meet every two years to replenish the list as needed.

Captain Karl Gadow was sworn in as a New Jersey Docking Pilot at the Commission's January 21, 2014 regular meeting. Captain Gadow graduated from SUNY Maritime College with a Bachelors of Science degree in Marine Transportation, and comes with over ten years of tug experience with Moran Towing as a deckhand (4 years) and a Mate (10 years). As the son of New Jersey State licensed Docking Pilot Kevin Gadow, Karl has spent most of his life in the Maritime Community and is happy to be able to continue his father's legacy.

At the Commission's March 18, 2014 regular meeting, Captain Kirk Pinto was sworn in as a New Jersey state licensed Docking Pilot. A graduate from SUNY Maritime College, Captain Pinto came to Harbor Pilots with 13 years of experience in the tug industry.





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

Active Pilots

C. Baker  
 SD. Brown  
 S.R. Davis  
 R.L. Ellis  
 P.J. Frank

M. Hershey  
 R. Moore  
 J. K. McAllister  
 W.F. O'Neill, Jr.  
 K. Pinto

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

Retired Pilots

P. Harris

Apprentice Pilots

J. Harris



Interport Pilots Association, LLC  
 Captain Louis Bettinelli, President

Active Pilots

L.F. Bettinelli

D.M. Blair

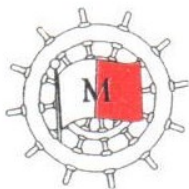
S.T. Richter

A. Woodworth

Inactive Pilots

J. Daub

Apprentice Pilots



Metro Pilots Association, LLC  
 Captain Robert Flannery, President

Active Pilots

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

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

D.E. Mattson  
 J. Miller  
 T. Nilsen  
 B.J. Paiva  
 R. Reilly

F.J. Reinbold  
 R.P. Weiners

Inactive Pilots

W. Russell

Retired Pilots

J.M. Naughton  
 G.A. Stitik

Apprentice Pilots

R. Murphy

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

## Commissioners



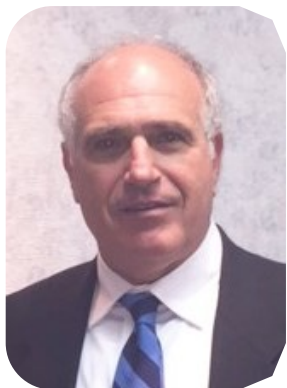
**COMMISSIONER TIMOTHY J. DACEY**, Metuchen, New Jersey. Mr. Dacey is a graduate of the United States Merchant Marine Academy at Kings Point, New York where he earned a Bachelor's of Science degree in Marine Transportation and was licensed as a Third Mate in the United States Merchant Marine. He earned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



**COMMISSIONER BRIAN McEWING**, Cape May, New Jersey. Mr. McEwing holds a degree in political science from Rutgers University. He earned his law degree at Rutgers School of Law. He has over thirty years' experience as a professional mariner, twenty as a licensed deck officer on various vessels. He has extensive experience in maritime safety, operations and regulatory compliance. He holds USCG licenses as Master Inland Unlimited, Master Oceans 1600 tons, 2nd Mate Oceans Unlimited, and 1<sup>st</sup> Class Pilot upon the Delaware Bay.

Mr. McEwing is a partner in the law firm of Reeves McEwing, LLP. Prior to becoming partner in Reeves McEwing LLP, he was of counsel to the firm of Donna Adelsberger & Associates, P.C. in Glenside, PA. He is a Proctor member of the Maritime Law Association, treasurer and trustee of the Cape May County Bar Association, a member of the Marine Trades Association of New Jersey, Ports of Philadelphia Maritime Society, New Jersey Bar Association, and the Mariner's Advisory Committee for the Bay and River Delaware. Commissioner McEwing was appointed to the Commission in May 2013.





**COMMISSIONER JACOB SHISHA**, Teaneck, New Jersey. Mr. Shisha graduated the State University of New York Maritime College at Fort Schuyler, New York with a Bachelor's of Science in math/computers and an United States Coast Guard Third Mate's license. He sailed as a deck officer on oil tankers for Tanker Management, Inc. then enrolled in Tulane University School of Law. He has been practicing admiralty law since 1985 and is currently a partner at Tabak, Mellusi & Shisha, LLP. He serves on the board of Seafarers and International House. Commissioner Shisha was appointed to the Commission in December 2014



**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 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.

## Thank you to Our Retired Pilots!



### **Captain John B. Monaghan**

- **Served as a Maritime Pilot with Sandy Hook Pilots Association for 32 years**

**Your hard work & dedication to the safety of  
the Ports of NY & NJ never goes unnoticed!**



**Captain John D. Bates**

- **Served as a Docking Pilot for Metro Pilots Association for 10 years**

## 2014 ANNUAL REPORT

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

Phone: 973-491-7693  
Fax: 973-491-4352



Website: [www.state.nj.us/transportation/](http://www.state.nj.us/transportation/)

### Fast Facts:

In 2014 the New Jersey Maritime Pilot and  
Docking Pilot Commission:

- ⇒ Licensed 3 new pilots.
- ⇒ Appointed 2 new apprentices.
- ⇒ Held a total of 12 meetings and special meetings.
- ⇒ Collected \$182,743.00 in pilotage revenue.
- ⇒ Investigated a total of 27 occurrences.

### *Certification Pursuant to Executive Order No. 37*

*The New Jersey Maritime Pilot and Docking Pilot Commission's 2014 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 M. Stuckey, certify that during 2014, the Authority has, to the best of my knowledge, followed all of the Commission's standards, procedures and internal controls.*

*Andre M. Stuckey  
Executive Director*

*Fair Winds and Following Seas!*