



The New Jersey



Maritime
Pilot
And

Docking
Pilot
Commission



158th
Annual
Report
2006



Front Cover:

Sandy Hook Pilot Boat N°2 *New Jersey*

Photograph: Courtesy of Thomas V. Labash

The Gramma Lee T. Moran Tug

Photograph: Courtesy of Moran Towing Corporation

The Freedom of the Seas

Photograph: Courtesy of Andre M. Stuckey



Dear Governor Corzine and Members of the New Jersey Legislature,

In June of 2006 the Commission adopted new regulations concerning the qualifications and training of future Docking Pilots. Implementation began immediately with the appointment of a committee that will establish a list of qualified applicants to serve as future docking pilot apprentices. The Commission is consulting with docking pilot organizations and industry representatives to develop an apprentice-training program. It is anticipated that the first docking pilot apprentice will be appointed in 2007.

Recurrent training is essential to ensure that all New Jersey licensed pilots continue to perform at the highest level of standards. In 2006 two Maritime Pilots attended Manned Model Shiphandling School in Ilawa, Poland and twelve Maritime Pilots attended Tractor Tugs Escort and Azipod Propulsion Familiarization training at the Maritime Institute in Linthicum Heights, MD. The DGPS (portable laptops) carried by Maritime Pilots are in the process of being upgraded to include new and improved navigational software. We are also working with representatives from the Docking Pilot industry to establish guidelines for the recurrent training of Docking Pilots.

Security and safety are key components to ensure the viability of our ports. The Commission continues to meet and liaison with the United States Coast Guard, The Board of Commissioners of Pilotage of the State of New York, the Maritime Association of the Port of New York and & New Jersey, the American Pilots Association, the Docking Pilots Association and the Harbor Operations Committee, all of which contribute to the safety and efficiency of the Port. A committee has been appointed to research and develop minimum safety guidelines for all New Jersey licensed pilots. All pilots and apprentice applicants continue to go through an on going security screening and are required to carry state issued badges and photo ID cards that must be displayed when entering port facilities and boarding vessels.

The Maritime Pilot Apprentice Selection Committee reviewed and interviewed 52 applicants to select the top ten candidates for forthcoming apprentice positions. To date, two of the ten candidates have been called into duty as apprentice pilots. At our November 21, 2006 regular meeting the Commission held a ceremony to recognize all retired New Jersey Licensed pilots.

The Commission holds its regular public meetings at 10:00am on the third Tuesday of the month at the Commissions' offices in downtown Newark. Additional meetings are held at such times as the business of the Commission may require. We would be pleased to have members of the Legislature or their staff attend Commission meetings. We encourage you to visit our Website, which is updated regularly, at www.state.nj.us/transportation/maritimepilot. The Commission can also arrange for shipboard visits for interested persons to observe New Jersey licensed pilots performing their duties.

Respectfully submitted,

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



Executive Directors Report

As shipping moves into the 21st century, the New Jersey Maritime Pilot and Docking Pilot Commission (Commission) continues to improve its operation to help New Jersey keep pace with the demands of a global economy. As one of the state's oldest Commissions, it originally dates to 1837, we take our historic role of licensing and regulating the pilots who take ships in and out of our ports seriously. Our website provides a wealth of information about our heritage and current operations. Meeting agendas, minutes, forms, regulations and a host of other information is available there.

Despite the large numbers of ship movements every year in the Ports of New Jersey/New York, the busiest port on the East Coast, there are relatively few accidents or incidents caused by state licensed pilot error. The Commission, in conjunction with the United States Coast Guard, investigates all accidents and incidents involving a ship while a State licensed pilot is aboard. In the event an act or omission of a pilot is found to be a contributing factor the Commission is empowered to impose remedial action in the form of retraining, fines and/or license suspension or revocation. In furtherance of its mission the Commission also conducts apprentice selection and training, reviews/approves recurrent training, administers examinations, and holds annual interviews/fitness reviews with each pilot licensed by the State.

In 2006, the Commission continued to implement its new statutory authority to license and regulate Docking Pilots within the Port of New Jersey/New York. The Commission also continued its long-standing mission of licensing and regulating the Maritime Pilots, also known as Sandy Hook Pilots.

For the first time, advertisements have been published in maritime magazines and newspapers soliciting applicants for the Docking Pilot Apprentice Training program. Starting in May 2007 candidates will be interviewed. The Docking Pilot Apprentice Selection Committee, which is comprised of one Commissioner, two industry representatives and myself will interview and evaluate the candidates. The Committees' recommendations will then be presented to the Commission for their approval. The selected candidates names will be placed on a list. As a need for additional Docking Pilot apprentices arises during the following two years, new apprentices will be selected from this list. A committee has also been appointed to develop the first docking pilot apprentice training program.

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

Respectfully Submitted,

Charles A. Licata, Esq.
Executive Director



AN ABSTRACT OF THE PROCEEDINGS OF THE COMMISSIONERS

At its Annual Organization Meeting in January 2006, the following officers were elected to serve for the 2006 calendar year:

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

The President made the following committee appointments:

Apprentice & Recurrent Training

Thomas F. Daly

Apprentice Selection Committee

Stanley E. Wiklinski

Charles Wowkanech

Audit Committee

Timothy J. Dacey

Thomas F. Daly

Stanley E. Wiklinski

Budget Committee

Richard L. Amster

Thomas F. Daly

Capital Improvements

Richard L. Amster

Coast Guard Liaison

Joseph Azzolina

Commission Action Committee

Richard L. Amster

Timothy J. Dacey

Charles Wowkanech

Examination Committee

Thomas F. Daly

Stanley E. Wiklinski

Harbor Ops

Joseph Azzolina

Pension Surcharge

Richard L. Amster

Joseph Azzolina

Occurrence Investigation

Timothy J. Dacey

Thomas F. Daly

The Commission held a total of 13 meetings in 2006

Staff

Charles A. Licata, Esq.

Executive Director

Andre M. Stuckey

Administrator



Financial Proceedings

Gross Receipts	\$674,347.25
Operating Expenses (includes salaries, benefits, incidentals, etc.)	\$479,344.55
Assets	The Commission operates its Executive Offices in Newark, New Jersey, which is equipped with all the items needed to successfully run this organization. The value of these items does not exceed \$20,000.
Liabilities	The Commission had no liabilities at the end of 2006.

Legislation

No legislation was enacted in 2006 which effects the Commission. However, under new legislation that went into effect on September 1, 2004 (Public Laws 2004, Chapter 72) the Commission's authority was modernized and expanded. In addition to clarifying that the Commission has the "...concurrent responsibility to ensure the safe operation and navigation of vessels, to protect the environment and enhance the economic viability of the port..." the Commission was given the regulatory authority and responsibility to license and regulate pilots that specialize in the docking and undocking of vessels in the port. The Commission, formerly "in but not of" the Department of Environmental Protection, was transferred to be "in but not of" the Department of Transportation and renamed The New Jersey Maritime Pilot and Docking Pilot Commission to reflect the expansion of its jurisdiction. Various activities were undertaken in 2006 to implement this legislation.

Regulations

On June 20, 2006, The Commission adopted regulations primarily to establish a docking pilot apprentice program. The adoption of the regulations also implemented certain changes made necessary in its enabling legislation to further the better governance of pilotage in the State of New Jersey.

Litigation

There is an appeal pending in the Appellate Division regarding Resolution and Order # 06-11 In The Matter of Captain Frank J. Boslet. The Resolution was passed by the Commission at a special meeting held on October 5, 2006.

Rate Making Matters

Rates for maritime pilotage in the port are initially set by the New York Legislature. New Jersey law requires this Commission to adopt the New York rate after review. This is a historical anomaly. Unlike the days when New York's finger piers dominated cargo traffic in the port, today the bulk of cargo and tanker traffic discharge their cargo at Ports Elizabeth and Newark or at the refineries in New Jersey. Notwithstanding this, New York still exercises initial rate-making power in the port. In the year 2006 the New York Legislature passed a pilotage rate increase. The Commission adopted the rates at its November 21, 2006 regular meeting.

A summary of Legislative Rate Authorization follows:

- 2007 5% Pilotage rate adjustment, effective January 1st.
- 2008 4% Pilotage rate adjustment, effective January 1st.
- 2009 3% Pilotage rate adjustment, effective January 1st.

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



Floating Equipment

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

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



The Pilot Boat **America**.

Photograph: Courtesy of Thomas V. Labash

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

The sixty-five foot pilot transport boat **Sandy Hook** is used to dispatch 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 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. The Commission works 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. Dredging in the Kill Van Kull and Newark Bay have been completed to 45 feet at mean low water. Dredging in the Arthur Kill to 41 feet from Newark Bay to the Goethals Bridge was completed in December 2006. The 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 and the Ambrose Channel in early 2006, with plans to begin dredging to 50 feet. This will enable the port to remain the largest container port on the East Coast and the largest petroleum port in the United States. Maintenance dredging and special dredging was performed at a number of terminals and channels in the port.

During the permitting of the 50 foot deepening phase of the Port Jersey Channel, issues were raised regard-



Executive Director, Charles A. Licata was the keynote speaker at a meeting of the American Harbor and Docking Pilots Association in Savannah, GA on April 27-28, 2006. Pictured L-R are: Captain George Hogg (Secretary, AH&DPA); Captain Robert Flannery (Metro Pilots); Charles Licata; and Captain Jeffrey McAllister (McAllister Towing).



The Dredge New York, owned and operated by Great Lakes Dredge and Docking Company works on the Arthur Kill deepening project.

ing the stability of the PVSC outfall tunnel situated below the project area. Over the past year, the State of New Jersey and the project management team have been surveying and monitoring the conditions in and around the tunnel in order to design a way to dredge the channel without jeopardizing its integrity. This work is expected to result in a final design by April of 2007. In the meantime, a contract will be let soon to dredge the channel area outside of the footprint of the outfall tunnel. It is anticipated that work will begin in June of 2007 and run through the end of 2008.

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

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



Maritime Pilots

Active Maritime Pilots

In 1694, the predecessors to the Sandy Hook Pilots' Association were chartered to safely guide sailing ships into and out of the port. The Sandy Hook Pilots are licensed by either the State of New Jersey or New York. They 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 (licensed as Maritime Pilots in New Jersey) are tasked to perform to the highest standards, and to set high expectations for successful performance on every passage to which they are assigned. Most of the vessels piloted by State pilots are crewed with international mariners, some of whom are from non-traditional maritime nations and for who English is not their first language. In this sometimes difficult environment entailing heavy responsibility, the New Jersey Maritime Pilot and Docking Pilot Commission confidently reports that the performance and safety record of pilots in the port has been exemplary.

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

*Currently working on the Hudson River.

Vessels Piloted by Maritime Pilots

MONTH	INBOUND	OUTBOUND
January	214	207
February	173	184
March	236	223
April	224	229
May	242	231
June	224	220
July	238	223
August	254	256
September	222	242
October	218	231
November	210	203
December	223	207
TOTAL	2678	2656



Once a vessel is safely guided out of the port a RIB is often used to lower the Maritime Pilot to the awaiting pilot boat.



Apprentices

In accordance with the Pilot Apprentice Program established by regulation, the Apprentice Selection Committee met and selected a slate of ten (10) candidates for the forthcoming apprentice positions. The list is kept on file for two years. To date two of the ten candidates have been called into duty as apprentice pilots. 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.

Registered Apprentices

James Britton
Harold Cavagnaro, III
Michael Chambers
David J. Graves
Joseph S. Paulis
Ronald S. Perry
Coleen M. Quinn

Apprentice Selection List

Timothy Murray
Len Evans
Karen Basciano
Teague Murphy
Scott Driscoll
Timothy Newman
Christine Razukas
Kevin Walsh
Alternates:
Jeffrey Tuthill
Thomas Loreto
Douglas Einhorn, Jr.

Retired Maritime Pilots

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



Retirees were honored at a special ceremony held by the Commission at its 11/21/2006 regular meeting. Pictured L-R are: Commissioner Joseph Azzolina; Commissioner Charles Wowkanech; Commissioner Richard Amster; Commissioner Thomas Daly; Captain Thomas Walsh; Captain Carl Dahmen; Captain Daniel McInerney; Captain Jim Peterson; Captain Robert Deane; Captain Richard Cullison; Captain Edmund Haggerty; Commissioner Stanley Wiklinski; Commissioner Timothy Dacey and Executive Director, Charles Licata.



Docking Pilots

Active Docking Pilots

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

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

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

In June of 2006 the Commission adopted new regulations to establish an apprentice-training program for future docking pilots. The President of the Commission appointed a Docking Pilot Apprentice Selection Committee consisting of one Commissioner, the Executive Director and two industry representatives to establish the first docking pilot apprentice selection list. A subcommittee has also been appointed to establish an apprentice-training program. It is anticipated that the first docking pilot apprentices will be appointed in 2007.

Retired Docking Pilots

G.A. Stitik

Vessels Docked and Undocked by Docking Pilots

MONTH	# OF MOVEMENTS
January	955
February	779
March	917
April	875
May	1009
June	942
July	1022
August	985
September	957
October	985
November	897
December	908
TOTAL	11,231



COMMISSIONERS

RICHARD L. AMSTER, Florham Park, New Jersey. Mr. Amster was principal of Amster & Levin a law firm located in Newark and then in Millburn for over a thirty year period. Thereafter, he was of counsel to the firm of Wolff & Samson until he retired from the practice of law on January 1, 1998. Commissioner Amster is a trustee of and chairman of the Grant Evaluation Committee of the Healthcare Foundation of New Jersey. He is a member emeritus of the Board of Visitors of the School of Law of Columbia University. Commissioner Amster is the longest serving member of the Commission. He 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 January 9, 2009.

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 term expires on June 19, 2009.

TIMOTHY J. DACEY, Metuchen, New Jersey. Mr. Dacey is a graduate of the United States Merchant Marine Academy at Kings Point, New York where he earned a Bachelor of Science degree in Marine Transportation and was licensed as a Third Mate in the United States Merchant Marine. He earned a Masters of Science degree in Transportation Management from the State University of New York Maritime College at Fort Schuyler, New York. Commissioner Dacey served on active duty with the United States Navy from 1986–1989, serving as the Damage Control Assistant and First Lieutenant onboard the USS Mars (AFS-1) home–ported in Oakland, California. He remained a United States Naval Reserve Officer until 1995. He has worked for Lykes Lines, Hanjin Shipping and NYK Line in shore side positions and is currently the Bergen County Administrator. Commissioner Dacey also served for five years as the president of the Steamship Historical Society of America, a non–profit organization that is dedicated to recording, preserving and disseminating the history of engine–powered vessels. Commissioner Dacey was appointed to the Commission in April 2003, his term current expires on July 19, 2009.



*Commissioner Richard Amster
shares a few words with
Rear Admiral Timothy Sullivan,
Commander, Third Coast Guard
District during the Harbor
Inspection Tour on September 8, 2006*



THOMAS F. DALY, Rumson, New Jersey. Mr. Daly is a graduate of Lafayette College and Georgetown University Law School. He is a former partner at the Law Firm of McCarter & English and is presently Of Counsel. He is a former adjunct professor of maritime law at Rutgers University Law School. Commissioner Daly is a Fellow of the American College of Trial Lawyers and the International Association of Barristers. He is a Proctor of the Maritime Law Association of the United States and a trustee of the National Maritime Historical Society and the Sandy Hook Foundation. Commissioner Daly is a licensed master mariner and participated in the advanced ship handlers program at the Massachusetts Maritime Academy in 2006. Commissioner Daly was appointed to the Commission on October 1991, his current term expires on December 15, 2008.

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

CHARLES WOWKANECH, Ocean City, New Jersey. Mr. Wowkanech has been a leader in the labor movement in New Jersey for more than twenty-five years. He is a former business agent for the Local 68 of the International Union of Operating Engineers (IUOE). Commissioner Wowkanech joined the staff of the New Jersey State AFL-CIO in 1990 serving in various positions leading to his election as President in 1997. Under Commissioner Wowkanech's leadership the New Jersey State AFL-CIO has grown to represent over one million members and nearly 1,000 affiliated unions. In addition to his service to the New Jersey Maritime Pilot & Docking Pilot Commission, Commissioner Wowkanech also serves on the Tri-State Board of Governors for the United Way, the New Jersey Character Education Commission, the Governor's Commission to Support and Enhance New Jersey Military and Coast Guard installations and the Dredging Projects Facilitation Task Force. He is also a licensed U.S. Coast Guard Captain. Commissioner Wowkanech was appointed to the Commission in June 2002, his current term expires on June 28, 2008.

Vessel Incidents

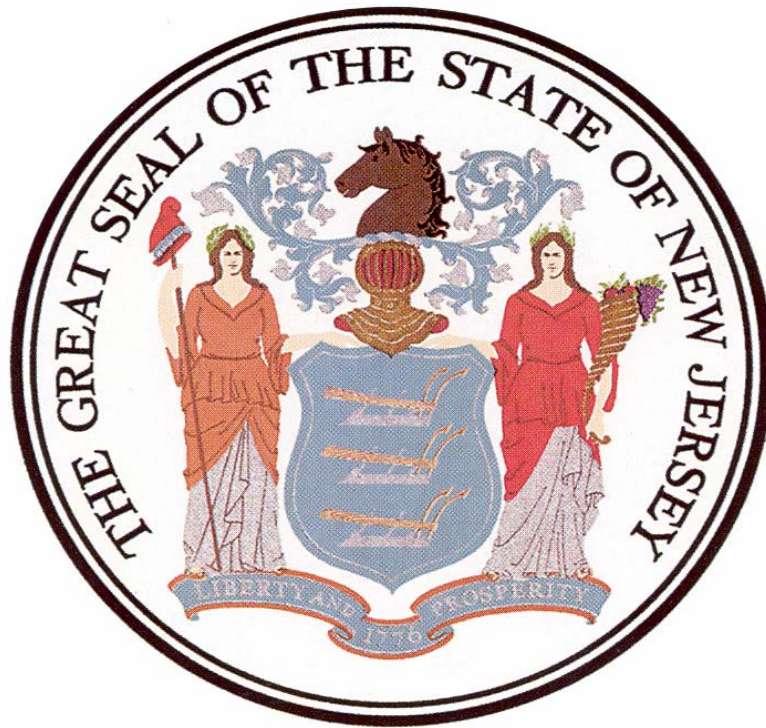


In the year 2006 the Occurrence/Investigation Committee of New Jersey Maritime Pilot and Docking Pilot Commission investigated and reported on a total of twenty-eight incidents that involved either a New Jersey State Licensed Maritime Pilot or Docking Pilot. Listed below is a summary of each incident and the actions taken by the Commission.

Vessel—Nature of Incident	Date	Actions taken by the Commission
Ever Dainty—Vessel Resting in Berth	1/5/2006	Pilot found non-culpable.
MV/ Moyra—Loss of Main Engine	1/6/2006	Pilot found non-culpable.
M/V Great Eastern—Loss of Power	1/9/2006	Pilot received letter of commendation.
Mediterranean Express—Engine Failure	1/11/2006	Pilot found non-culpable.
Nobel Forum—Allision with Buoy	1/13/2006	Pilot found non-culpable.
Adventure—Grounding	1/21/2006	Pilot found non-culpable.
MSC Amsterdam—Loss of Main Engine	1/27/2006	Pilot found non-culpable.
Overseas Reinemar—Vessel Rested in Berth.	2/27/2006	Pilot found non-culpable.
Sea Right—Loss of Power	3/3/2006	Pilot found non-culpable.
Kritton—Engine Failure	3/10/2006	Pilot found non-culpable.
CGA/CGM Arno—Engine Failure/Rested in Berth	3/16/2006	Pilot found non-culpable.
Bow Hunter—Engine Failure/Rested in Berth	3/18/2006	Pilot found non-culpable.
Sealand Racer—Fetched up while berthing	4/3/2006	Pilot found non-culpable.
Raffles Park—Near Collision	4/9/2006	Pilot found non-culpable.
Affinity—Lines Parting on Tug & Barge	4/10/2006	Pilot found non-culpable.
New Dehli Express—Struck Submerged Object	4/17/2006	Investigation delayed because of the sequestering of data by NTSB.
Ever Devote—Allision with Buoy	5/31/2006	Pilot found non-culpable.
Industrial Century—Rudder Failure	6/20/2006	Pilot found non-culpable.
Morning Queen—Allision with Buoy	7/11/2006	Pilot found non-culpable.
Trinidad—Allision with Buoy	7/21/2006	Pilot found non-culpable.
Federal Pescadores—Engine Failure	7/26/2006	Pilot found non-culpable.
APL Italy—Steering Problems	7/26/2006	Pilot found non-culpable.
Andromeda Leader—Moved Buoy	7/27/2006	Pilot found non-culpable.
CMA/CGM Seine—Engine Failure	10/12/2006	Pilot found non-culpable.
Sealand Integrity—Loss of Power	11/20/2006	Pilot found non-culpable.
OOCL Thailand—Loss of Power	11/23/2006	Pilot found non-culpable.
Saudi Hofuf—Allision with Container Crane	11/24/2006	Still under investigation.
Tug Miriam Moran—Struck unknown object	12/26/2006	Still under Investigation.



"Wishing you fair winds and following seas"



The New Jersey Maritime Pilot
And Docking Pilot Commission

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Newark, NJ 07105

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Facsimile: (973) 491-4532

Website: www.state.nj.us/transportation/maritimepilot
