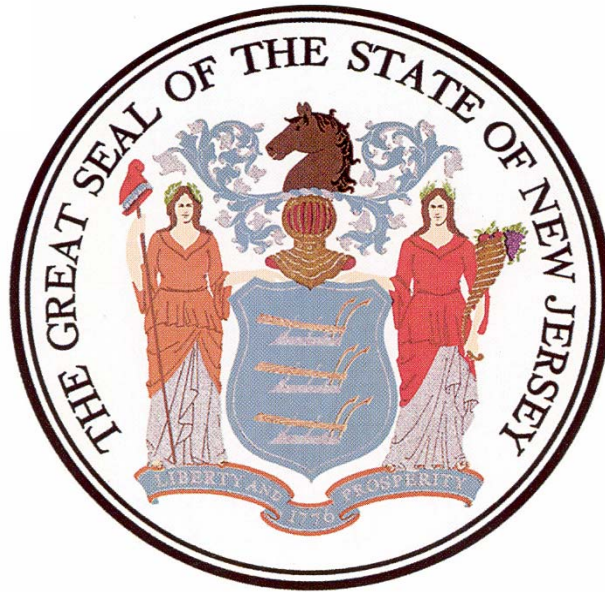
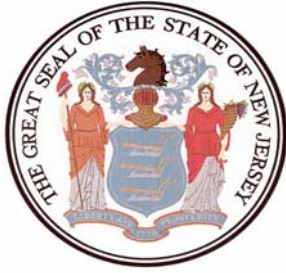

156th Annual Report



Of The New Jersey Maritime Pi-
lot
and Docking Pilot Commission





Dear Governor and Members of the New Jersey Legislature,

In 1789, the First Congress of the United States delegated to the states the authority to regulate pilotage of vessels operating on their respective navigable waters. In 1837, New Jersey enacted legislation establishing the Board of Commissioners of Pilotage of the State of New Jersey. Since its creation the Commission has had the responsibility of licensing and regulating maritime pilots who direct the navigation of ships as they enter and depart the Port of New Jersey and New York. This oversight has contributed to the excellent reputation the ports of New Jersey and New York has and its pilots enjoy throughout the maritime world.

New legislation that went into effect on September 1, 2004 enables the Commission to further contribute to the safety and security of the port by requiring the Commission to license docking pilots. These pilots specialize in the docking and undocking of vessels in the port. To reflect the expansion of its jurisdiction the Commission has been renamed "The New Jersey Maritime Pilot and Docking Pilot Commission."

In keeping with the needs of the times, the new legislation has a strong security component. All pilots licensed by the state will go through an on going security vetting. The Commission will issue badges and photo ID cards to all qualified pilots, which they must display when entering port facilities and boarding vessels. The legislation has also modernized and clarified the Commissions' authority to issue regulations with respect to qualifications and training required for pilot licenses, pilot training (both initial and recurrent) accident investigation and drug and alcohol testing.

The new legislation includes a provision that enables persons employed as docking pilots at the time of its enactment to be "grandfathered." To date the Commission has received 37 applications from persons who believe they meet the statutory criterion. The Commission is consulting with docking interests and the Sandy Hook Pilots Association to determine the scope of an apprentice and training program for docking pilots.

The Commission and its Executive Director continues to meet with 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 & New Jersey, and the Harbor Operations Committee which collectively contribute to the safety and efficiency of the port.

The Commission holds its regular public meetings at 10:00am on the third Tuesday of the month. Most regular and special meetings are held at the Commission's offices in Newark. The Commission would be pleased to have members of the legislature and their staff attend one or more Commission meetings. The Commission would also be pleased to arrange for interested persons to view first hand, New Jersey licensed pilots performing their duties.

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 2004, the following officers were elected to serve for the 2004 calendar year:

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

The President made the following appointments:

Richard L. Amster Pension Surcharge & Capital Improvements Committee Rate Oversight Committee Legal Liaison Budget Committee	Charles E. Stapleton Pension Surcharge & Capital Improvements Committee Rate Oversight Committee Harbor Ops Committee Apprentice & Recurrent Training Committee Commission Action Committee Coast Guard Liaison
Timothy J. Dacey Legal Liaison Technology Committee Commission Action Committee	Stanley E. Wiklinski Apprentice Selection Committee Examination Committee
Thomas F. Daly Legal Liaison Apprentice & Recurrent Training Committee Examination Committee Budget Committee Occurrence Investigation Committee	Charles E. Wowkanech Harbor Ops Committee Apprentice Selection Committee Technology Committee Commission Action Committee

The Commission met on the third Thursday of each month for the months January –June & September—
December. During the months of July and August they met on the first Thursday of the month. They held
a total of twelve meetings in 2004.

Staff

Charles A. Licata, Esq.
Executive Director

Andre M. Stuckey
Administrator



Abstract of the 2004 Financial Proceedings of the Commission

Gross Receipts	\$387,410.29
Operating Expenses (includes salaries, benefits, incidentals, etc.)	\$288,434.85
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 do not exceed \$10,000.
Liabilities	The Commission had no liabilities for the year 2004.

Legislation

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.

Regulations

The existing regulations of the Commission were readopted, without amendment, on August 26, 2004. As a result of the legislative change moving the Commission from an agency "in, but not of" the Department of Environmental Protection to the Department of Transportation these regulations have been recodified as N.J.A.C. 16:64-1 et. seq.. The Commission anticipates proposing new regulations in 2005 to implement the changes in its enabling legislation enacted in P.L. 2004, Ch. 72.

Litigation

There are no litigation matters currently before the Board.

Rate Making Matters

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

A summary of Legislative Rate Authorization follows:

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



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.
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.
BRIB RESCUE CRAFT	23ft	1986	In service. Out-drive replacement.

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

The sixty-five foot pilot transport boat **Sandy Hook**, eighteen years old, is used to dispatch pilots and supplies between the Sandy Hook Pilots base station at Edgewater on Staten Island, the sea 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 Board notes that the NY Navigation Law enacted in 1999 provides the funding for a planned program of pilot boat replacement. This Law was amended in 2000 to provide a capital construction program to build new pilot boats and procure other durable capital equipment for the State Pilotage System.

Pilotage Base Operating Stations are maintained at the following locations:

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

Pilot Transfer Locations are maintained at the following locations:

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



Dredging and Channel Improvements

The dredging of the main channels in the port continues. Dredging in the Kill Van Kull and Newark Bay have been completed to 45 feet at mean low water with plans to begin dredging to 50 feet in 2005. This will enable the port to remain the largest container port on the East Coast and the largest petroleum port in the United States. Maintenance dredging and special dredging was performed at a number of terminals and channels in the port.

The dredging of Port Jersey Channel to 41 feet and eventually 50 feet continues with the second contract scheduled to be completed in January 2005. The final contract, to be awarded in the summer of 2005, will remove the dog-leg to and from the Port Jersey Channel and bring the channel to 50 feet.

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

The Board maintains regular contact with the United States Coast Guard. A new Captain of the Port, Captain Glenn A. Wiltshire, was appointed in 2004. Members of the Board and staff have met numerous times with Captain Wiltshire and have developed an excellent working relationship. This has already reaped benefits in increased cooperation and information sharing, particularly as it relates to incidents being investigated by both the Board and the USCG. In addition to working cooperatively on maritime safety matters with the USCG, the Board

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

Vessel Incidents

In the year 2004 there were a total of eight incidents that involved either a New Jersey State Licensed Maritime Pilot or Docking Pilot. The Occurrence Investigation Committee of The New Jersey Maritime Pilot and Docking Pilot Commission thoroughly investigated each of these incidents. Listed below is a summary of these incidents and the findings of the Commission.

Incident	Date	Findings of Commission
Express Phaethon—Loss of engine power	1/20/04	Pilot found non-culpable
Pinar Kaptanoglu—Collision	2/15/04	Still under investigation
Spirit of Ontario—Allison	4/1/04	Pilot found non-culpable
Kapitan Stankov—Allison	4/17/04	Pilot found non-culpable
Indotrans Flores—Loss of engine power	10/8/04	Pilot found non-culpable
Stolt Aquamarine—Allison	10/23/04	Still under investigation
Stena Conquerer—Allison	11/24/04	Still under investigation
European Emerald—Loss of engine power	12/7/04	Pilot found non-culpable



Sandy Hook Pilots

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

“To be a pilot requires calm and steady nerves, and the confidence to make swift, sometimes bold, always unerring decisions if the ship is to be brought safely into or out of port. Pilots have chosen a rigorous, demanding calling, a calling not for the faint of heart, not for those unwilling to daily place themselves at risk, at times at mortal risk, to do the thing they love”, as noted by a prominent pilot Commissioner.

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. 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 feels that the performance and safety record of pilots in the port has been exemplary.

Retired New Jersey Maritime Pilots as of 12/31/2004

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

Active New Jersey Licensed Maritime Pilots as of 12/31/2004

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

*Currently working on the Hudson River.

All Bonds Taken by the Commission Pursuant to 12:8-17

Apprentices Elizabeth A. Miller and Brendan L. Foley successfully completed all tests, examinations and years of service. The Commission found both apprentices to be competent and physically qualified for advancement to Pilot of the Sixth Grade (Deputy Pilot). Bonds and Sureties required by law were taken by the Commission.

Pilot	Date of Bond	Sureties
Elizabeth A. Miller	19 February 2004	William A. Speiser, Jr. Richard J. Schoenlank
Brendan L. Foley	7 June 2004	Brendan L. Foley Elizabeth A. Miller

Under the 2004 legislation, effective September 1, 2004 the bonding requirement has been eliminated.



Apprentice Selection List As of 12/31/2004

Vessels Piloted in and out by New Jersey Sandy Hook Pilots during 2004

MONTH	INBOUND	OUTBOUND
January	177	176
February	206	213
March	186	206
April	186	192
May	228	231
June	224	233
July	221	205
August	225	228
September	235	237
October	228	236
November	192	198
December	200	217
TOTAL	2508	2572

Andrew Glassing
Robert Dobrowski
Michael Chambers
Gregory Haronitis
James Britton
Wyatt Smith
Ronald Perry
Justin Hubbard
Joseph Reisinger
Frederick Willeck

Alternates:

Joshua Pieterse
Thomas Ryszetyk
Peter St. Germain

REGISTERED APPRENTICES AS OF 12/31/2004

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. This 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.

Harold Cavgnaro, III
Thomas O. Ferrie
David J. Graves
Michael J. Vanek
Joseph S. Paulis
Coleen M. Quinn



Docking Pilots

On July 1, 2004 an amendment to the Commission's existing 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. On September 1, 2004 the Commission began receiving applications for existing docking pilots. Under the provisions of N.J.A.C. 12:8-49 docking pilots who meet certain criteria are to be "grandfathered" and, after a background check, will be issued licenses as New Jersey State Licensed Docking Pilots. To date The Commission has a total of 37 docking pilot applications on file. They are currently under review.

Pursuant to the new law the Commission is also in the process of consulting with various interested parties in order to establish an apprentice-training program for future docking pilots.

Active New Jersey Docking Pilot Applicants as of 12/31/2004 Pursuant to N.J.S.A. 12:8-49

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

Registered Apprentices as of 12/31/2004

The New Jersey Maritime Pilot and Docking Pilot Commission is currently working with interested parties in the port to establish an apprentice training program for future registered docking pilot apprentices.



2004 Pilot Continuing Education and Professional Development

Given the continual rapid changes in the technologies employed aboard today's ships, the Sandy Hook Pilots recognize the need to hone their skills and knowledge on a recurrent basis. Shipboard electronic and propulsion systems and ship handling theory and practice are always evolving and, again in 2004, the Sandy Hook Pilots dedicated their resources to ensure their members remain at the forefront of the piloting profession.

During 2004 the pilots formally began the first year of a three year program which will see every pilot complete five days of advanced, simulator-based training. The Sandy Hook Pilots have contracted with the Maritime Institute of Technology (MITAGS) in Maryland to provide this training using their state-of-the-art ship simulator. In 2004, eight New Jersey Pilots attended this course. Class size has been kept small to ensure an abundance of hands-on shiphandling time for each pilot. Two topics are covered during the five-day program:

Firstly, all pilots are schooled in the theory and practical usage of the Azipod propulsion systems which are becoming more prevalent in the industry especially on cruise ships. These systems are being touted as powerful and maneuverable enough to reduce or even eliminate the need for tug assisted docking. Given this it is imperative that pilots fully understand these systems' capabilities and operation so that a sound decision can be made with regard to the use of tugs and ultimately the safety of the port. The

MITAGS simulator was utilized to provide each pilot with hands on training in maneuvering large cruise ships with Azipod propulsion. Scenarios were completed in both the Bayonne Cruise Terminal and the New York Passenger Ship Terminal under varying conditions leaving pilots with a good grasp of Azipods and their limitations.

Secondly, pilots received an introduction into the theory and practice of tractor tugboats in the ship escort role. At the pilots' behest, MITAGS contracted with one of the country's foremost authorities in tractor tug operations, Captain Greg Brooks to teach this course. Captain Brooks' vast experience in introducing the use of tractor tugs in several ports around the world has made him uniquely qualified to provide this training. His experiences coupled with MITAGS' simulator provide the pilots with a strong appreciation for the capabilities and, more importantly, the limitations of these remarkable tugboats.

In addition to the MITAGS program, two New Jersey pilots attended a five-day manned model based ship handling school at the WARSASH Institute in Southampton, UK. This continues the program which has seen over 90% of the pilots attend manned model school over the past 25 years. Topics such as ship to ship and ship to channel interaction, maneuvering by dredging in anchor and other advanced shiphandling principles are practiced in the real life accurately scaled ship models offering the pilots an unparalleled opportunity to experiment, learn and hone their shiphandling skills.

The Sandy Hook Pilots are proud of their commitment to the continual professional development of their member pilots thereby ensuring the State is licensing highly trained professionals.

Respectfully Submitted,

Director of Training,
Sandy Hook Pilots Association



COMMISSIONERS

RICHARD L. AMSTER, Florham Park, New Jersey. Mr. Amster was principal of Amster & Levin a law firm located in Newark and then in Millburn for over a thirty year period. Thereafter, he was of counsel to the firm of Wolff & Samson until he retired from the practice of law on January 1, 1998. Commissioner Amster is a trustee of and chairman of the Grant Evaluation Committee of the Healthcare Foundation of New Jersey. He is a member emeritus of the Board of Visitors of the School of Law of Columbia University. Commissioner Amster is the longest serving member of the Commission. He served on active duty in the United States Navy 1942-1946 and was separated from the Naval Service with the permanent rank of Lieutenant USNR. He and his wife Barbara have three children and four grandchildren. Commissioner Amster was appointed to the Commission in January 1980, his term expires on January 9, 2005.

TIMOTHY J. DACEY, Metuchen, New Jersey. Mr. Dacey is a graduate of the United States Merchant Marine Academy at Kings Point, New York where he earned a Bachelor of Science degree in Marine Transportation and was licensed as a Third Mate in the United States Merchant Marine. He earned a Masters of Science degree in Transportation Management from the State University of New York Maritime College at Fort Schuyler, New York. Commissioner Dacey served on active duty with the United States Navy from 1986-1989, serving as the Damage Control Assistant and First Lieutenant onboard the USS Mars (AFS-1) homeported in Oakland, California. He remained a United States Naval Reserve Officer until 1995. He has worked for Lykes Lines, Hanjin Shipping and NYK Line in shore side positions and is currently the Bergen County Administrator. Commissioner Dacey also served for five years as the president of the Steamship Historical Society of America, a non-profit organization that is dedicated to recording, preserving and disseminating the history of engine-powered vessels. Commissioner Dacey was appointed to the Commission in April 2003, his term expires on April 3, 2006.

THOMAS F. DALY, Rumson, New Jersey. Mr. Daly is a graduate of Lafayette College and Georgetown University Law School. He is a former partner at the Law Firm of McCarter & English and is presently Of Counsel. He is a former adjunct professor of maritime law at Rutgers University Law School. Commissioner Daly is a Fellow of the American College of Trial Lawyers and the International Association of Barristers. He is a Proctor of the Maritime Law Association of the United States and a trustee of the National Maritime Historical Society and the Sandy Hook Foundation. Commissioner Daly is a licensed Master Mariner. Commissioner Daly was appointed to the Commission on October 1991, his term expires on October 9, 2005.



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

STANLEY E. WIKLINSKI, Old Tappan, New Jersey. Mr. Wiklinski graduated from the Naval Academy in 1958. He graduated from Yale University with a MFA in 1970. He also attended Ohio University, and was in the Commissioned Naval Services 1959-1967. He served on USS R.L. WILSON (DDE847), USS O'HARE (DDR889), USS TRENTON (LPD 14), 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 term expired on December 31, 2004 and he was recently nominated by Acting Governor Richard J. Codey for reappointment.

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 term expires on June 28, 2005.



**UNITED NEW JERSEY SANDY HOOK
PILOTS BENEVOLENT ASSOCIATION
201 EDGEWATER STREET
STATEN ISLAND, NEW YORK 10305**



President's Report

This year was both challenging and demanding of the Sandy Hook Pilot service. Along with storms and cold temperatures the winter brought severe ice conditions to the port, causing many navigational aids marking channels to be swept out of position by ice flows moving from fresh water to the sea. For many weeks these conditions persisted and portable DGPS laptop computers carried and used as navigational tools by Sandy Hook Pilots proved invaluable to help verify exact positions of deep draft vessels moving through the port. The USCG worked hard to reposition and find missing buoys as they were reported. Their effort, coupled with the expertise and tools of the pilots allowed ships to move safely through difficult conditions until such time as the ice dissipated.

In addition to a steady maritime trade carrying an ever increasing amount of cargo to this port in the form of many different products, a vigorous cruise ship trade has continued to grow over the years. A new and interesting addition in 2004 to this trade became a terminal in Bayonne, New Jersey. Bayonne's new Cape Liberty Cruise Port, leased by Royal Caribbean Cruise Lines, has accommodated two cruise ships on a regular basis since May 2004. All indications suggest that the venture is successful and will continue to grow in the future. The development of the Bayonne Peninsula is promising; along with the existence of Global Terminal this area may be the first beneficiary of a 50' channel. Dredging is on-going elsewhere in the port at a consistent and significant pace with a goal of 50' channels to the container terminals in Port Elizabeth, Port Newark and Howland Hook, Staten Island. Other terminals along the Kill Van Kull will also benefit with the deeper channels allowing ships of greater draft and cargo carrying capacity to access the port and facilities. Port Infrastructure improvements have also been progressing at a rapid pace, with terminals and rail access getting a huge amount of attention. These are all very positive signs for the entire metropolitan region as this economic engine continues to thrive.

A related concern we have with the ongoing projects is that of deepening Ambrose Channel and the anchorages in the Upper Bay to accommodate deeper draft ships expected in this port once the inner channels are dredged to 50'. Safety, security, and the demand for more anchorage space dictate the need to dredge the existing channel and anchorages. We have also suggested making better use of other anchorage areas that have not been allowed steady access in recent years. And we hope this comes to pass in the near future.

Legislation initiated by the New Jersey Maritime Pilot and Docking Pilot Commission was successful in the State of New Jersey to address the long-standing issue of bringing federally licensed docking pilots under state jurisdiction effective September 1, 2004. We believe this is a positive step and will ultimately result in an overall improvement in the excellent pilotage service already supplied to the maritime industry in this port, encompassing both maritime pilots and docking pilots. The New



Executive Officers of The New Jersey Sandy Hook Pilots Association Left to Right Captains Richard J. Schoenlank, Edward F. Sweeney & John C. Oldmixon

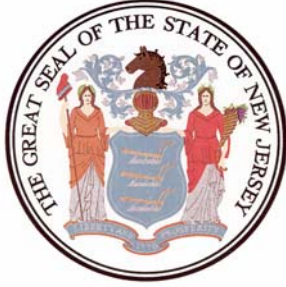
Jersey Maritime Pilot and Docking Pilot Commission, The New Jersey State Legislature, and the Governor should be commended for their determination and skill in finally moving this issue forward after 16 years of hot debate. We will be working diligently to maintain and support the state pilotage system with the Commission by helping to address the tasks and challenges that lie ahead.

The Sandy Hook Pilots continue to provide a world class pilotage service to the port, moving approximately 12,000 vessels in 2004. Carefully monitored apprenticeships, the graduated licensing of pilots as they learn to serve the largest of ships and continuing education for pilots are all very successful components of the overall service; the beneficiaries being the port, the environment, and the states. In addition, we are deeply involved year-round in many other port activities such as security committees, daily interaction with the USCG, port representation, consulting for proposed port projects, providing service to the United States Navy, Fleet Week, and more.

One of our boats that maintain pilot station at sea (184' Pilot Boat "New York") was given new life this year in a substantial effort to repower her with new engines. This was successfully done at significant cost to the pilots, and will provide a safe and reliable platform at sea for many years to come. In addition to this effort, the Sandy Hook Pilots have contracted to build a fourth "America" class launch needed for the service, delivery date July, 2005, to supplement the fleet of launches working constantly in such demanding conditions.

It has been an honor and privilege to represent this fine Association of professionals serving the maritime industry and the State of New Jersey. As always, we look to improve and enhance the service whenever possible, working closely with the Commission to accomplish this goal.

Respectfully Submitted,





**The New Jersey Maritime Pilot
And Docking Pilot Commission
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Front and back cover photograph of Pilot Boat New Jersey Courtesy of Sandy Hook Pilots Association.
