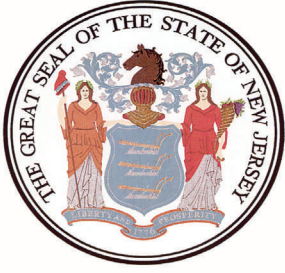


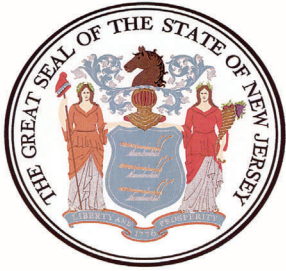


The New Jersey Maritime Pilot And Docking Pilot Commission



**159th
Annual Report
2007**





Dear Governor Corzine and Members of the New Jersey Legislature,

On January 9, 2006 a Columbia River Pilot was lost at sea while disembarking a cruise ship onto a Pilot Boat. In the same month another pilot was disembarking from a log carrier and lost his life while attempting to make the leap to a smaller vessel.

Tragedy hit close to home with the collision of the *MV Barkald* and the *S/V Essence* (a recreational vessel) in the Long Island Sound. The vessel was piloted by a New York State Licensed Pilot and resulted in the tragic death of one of the crew members of the *S/V Essence*.

Between January 2006 and February 2007 five pilots across the United States have been lost. This rash of fatal incidents has prompted the New Jersey Maritime Pilot and Docking Pilot Commission to take a closer look at the safety practices of New Jersey State Licensed Pilots.

The Commission appointed a Safety Committee to investigate the use and availability of safety gear for pilots. The committee came back to the Commission with a detailed report, which resulted in the proposal of Safety Regulations at the Commission's September 18, 2007 regular meeting. The regulations would require all pilots to wear U.S. Coast Guard approved personal flotation devices while boarding and disembarking vessels. It would also require pilots transferring between vessels to be equipped with man overboard beacons.

The Commission continues to, in conjunction with the U.S. Coast Guard, investigate all occurrences involving a ship with a state licensed pilot aboard. In April of 2006 the in-bound *New Delhi Express* piloted by a New Jersey State Licensed Pilot allided with a rock outcropping causing substantial damage to the vessel. A contributing factor to the occurrence was an off-station buoy and the Coast Guard appropriately recused itself from the investigation.

The National Transportation and Safety Board (NTSB) initiated its own investigation and took possession of vital records and documentation needed in determining the cause of the occurrence and the culpability of the state licensed pilot. These items were sequestered and despite several requests made by this Commission, were not released until a year after the incident occurred. The Commission prides itself on its prompt and timely investigation of all occurrences. Our investigations are not only to try to determine the cause of the incident but also to prevent future incidents from occurring. It is very troubling that the pilot in question piloted in excess of 300 vessels pending the release of the sequestered information by the NTSB. As the information began to "trickle" its way to our Investigation Committee we were able to complete our investigation and at our December 18, 2007 regular meeting, Resolution and Order #07-15 was passed imposing certain disciplinary actions and recurrent training as a result of the pilots' performance aboard the *New Delhi Express*.

On June 19, 2007 the Commission approved the first list of qualified docking pilot apprentices. The list, which is supposed to be kept on file for two years, was depleted in September of 2007. The Committee consisting of one Commissioner, the Executive Director and two representatives from the docking pilot industry was reappointed to begin a new application process early in 2008.

The Commission continues to hold its regular public meetings at 10:00am on the third Tuesday of each month. We would be pleased to have members of the Legislature or their staffs attend. We also encourage you to visit our Website, which is updated regularly at www.state.nj.us/transportation/maritimepilot.

Respectfully submitted,

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



Executive Directors Report

Dear Governor Corzine and members of the New Jersey Legislature,

Since its inception in 1837, the New Jersey Maritime Pilot and Docking Pilot Commission has been charged with the important task of licensing and regulating the pilots who take ships in and out of our ports. In September of 2004 we were given the added responsibility of licensing and regulating the pilots that dock and undock the vessels entering our ports. We are quickly approaching the fifth anniversary of this new statutory authority.

As a result of the statutory change many new initiatives have gone into effect. With the cooperation of the docking pilot organizations, we have licensed existing docking pilots and established docking pilot apprentice training programs. We have already begun to appoint docking pilot apprentices and the program has been so successful a new advertisement for additional apprentices has been published. New regulatory initiatives have been undertaken to improve our operations and provide for safer operations as well as the safety and well being of the pilots we regulate.

Our Commissioners are appointed by the Governor and, by statute, must be selected from persons that have been officers in our naval, Coast Guard or merchant service or have been duly qualified as United States Merchant Marine Officers. They take their role of licensing and regulating pilots seriously. Commissioners serve on committees that work with industry representatives to keep abreast of the issues that are faced by the pilots in the ports we serve. The Commissioners attend regular monthly meetings in which Committee reports are presented and acted upon. At these meetings, pilots appear before the Commission for their annual reviews. The meeting also provides an opportunity for the pilots to bring any matters of concern before the Commission.

Despite the increased responsibilities of the Commission, our operation has no impact on the state budget. All of our funds come from fees that are collected from pilotage revenues and the pilots. This enables the Commission to provide a much needed service to the State of New Jersey without using any tax revenue.

The Commission's office is located in downtown Newark and is open Monday-Friday 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 2007, the following officers were elected to serve for the 2007 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
Charles Wowkanech

Coast Guard Liaison

Joseph Azzolina
Charles Wowkanech

Apprentice Selection Committee

Stanley E. Wiklinski
Charles Wowkanech

Examination Committee

Thomas F. Daly
Stanley E. Wiklinski

Audit Committee

Timothy J. Dacey
Stanley E. Wiklinski

Harbor Ops

Joseph Azzolina
Charles Wowkanech

Budget Committee

Richard L. Amster
Joseph Azzolina

Pension Surcharge

Richard L. Amster
Stanley Wiklinski

Capital Improvements

Richard L. Amster
Stanley Wiklinski

Occurrence Investigation

Timothy J. Dacey
Thomas F. Daly

Safety Committee

Richard L. Amster
Charles Wowkanech

The Commission held a total of twelve regular meetings, held various committee meetings and investigated twenty-six incidents during 2007.

Staff

Charles A. Licata, Esq.
Executive Director

Andre M. Stuckey
Administrator



Legislation

Although no legislation was enacted in 2007 which effects the New Jersey Maritime Pilot and Docking Pilot Commission, various activities are continually undertaken to implement its legislative authority to ensure the safe operation and navigation of vessels, to protect the environment and enhance the economic viability of our ports.

Regulations

On June 18, 2007, The Commission adopted amendments to its existing regulations to provide for the better governance of pilots and pilot operations. The amendments impose certain route currency obligations and penalties for failure to submit reports on time, while requiring an investigation of certain occurrences by the employer or the pilot association a docking pilot is affiliated with and additional penalties for being intoxicated. Full text of the Commission's regulations can be found on our website at www.state.nj.us/transportation/maritimepilot.

Litigation

On September 21, 2007 the Appellate Division of the Superior Court of the State of New Jersey ruled in favor of the Commission In the Matter of Captain Frank Boslet. This ruling upheld Resolution and Order #06-11 adopted at a special meeting held by the Commission on October 5, 2006.

There is currently an appeal pending in the Appellate Division in the Matter of the New Jersey Maritime Pilot and Docking Pilot Commission's decision regarding appointment of Christopher Baker, Mark Hershey and Kirk Pinto as Docking Pilot Apprentices.

Financial Proceedings

| | |
|---|--|
| Gross Receipts | \$725,165.20 |
| Operating Expenses (includes salaries, benefits, incidentals, etc.) | \$487,816.40 |
| 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 2007. |

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



*The America at sea on pilot station in rough weather
Photograph: courtesy of the Sandy Hook Pilots Association*

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. 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.

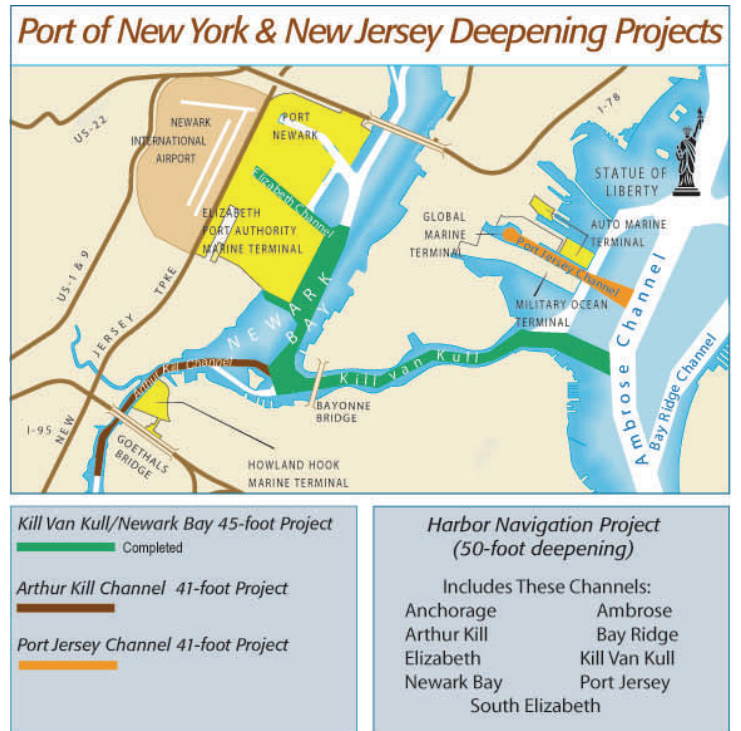
The Commission notes that the NY Navigation Law enacted in 1999 provides the funding for a planned program of pilot boat replacement. This Law was amended in 2000 to provide a capital construction program to build new pilot boats and procure other durable capital equipment for the State Pilotage System. The Commission works with the Sandy Hook Pilots Association and the New York Commission in the administration of this program.



Dredging and Channel Improvements

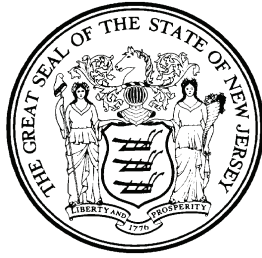
The dredging of the main channels in the port continues. Dredging in the Kill Van Kull and Newark Bay have been completed to 45 feet at mean low water. Dredging in the Arthur Kill to 41 feet from Newark Bay to the Goethals Bridge was completed in December 2006. The Corps of Engineers began deepening 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. The Harbor Deepening Project is approximately 35% complete at this time, but is not scheduled to be completed for another 5-6 years. This project will enable the port to remain the largest container port on the East Coast and the largest petroleum port in the United States. Maintenance dredging and special dredging was performed at a number of terminals and channels in the port.

Construction on the third and largest contract for deepening of the Port Jersey Channel was initiated in December of 2007. This contract will straighten the “dogleg” from the approach to Global Terminal, NEAT and the Bayonne Cruise Terminal, as well as deepen the existing channel to 50 feet. Approximately 1 million cubic yards of clean dredged material from the Flats will be used to create fisheries habitat by partially filling in the defunct access channel on the south side of the former MOTBY. The fourth and last contract, which will be limited to construction over the PVSC outfall tunnel will not begin until summer of 2009, concurrent with the completion of the third contract.



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

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

The Sandy Hook Pilots regularly train to raise the level of their planning, communication and nautical skills, and to be ready for any eventuality. The Sandy Hook Pilots are tasked to perform to the highest standards, and to set high expectations for successful performance on every passage to which they are assigned. The New Jersey Maritime Pilot and Docking Pilot Commission confidently reports that the performance and safety record of pilots in the port has been exemplary.

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

*Currently working on the Hudson River.

Vessels Piloted by Maritime Pilots

| MONTH | INBOUND | OUTBOUND |
|--------------|-------------|-------------|
| January | 185 | 185 |
| February | 175 | 179 |
| March | 194 | 209 |
| April | 184 | 187 |
| May | 218 | 229 |
| June | 255 | 241 |
| July | 241 | 240 |
| August | 219 | 232 |
| September | 242 | 247 |
| October | 253 | 256 |
| November | 218 | 216 |
| December | 206 | 214 |
| TOTAL | 2590 | 2635 |



Apprentice David J. Graves is sworn in as a New Jersey State Licensed Maritime Pilot at the Commissions October 16, 2007 regular meeting by Commissioner Stanley E. Wiklinski.



Maritime Pilot Apprentices

In accordance with the Pilot Apprentice Program established by regulation, the Apprentice Selection Committee met and selected a slate of ten (10) candidates and three (3) alternates for the forthcoming apprentice positions. The list is kept on file for two years. To date six (6) 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.



At its October 16, 2007 regular meeting the Commission appointed Karen A. Basciano as a registered Maritime Pilot Apprentice. Pictured from left to right Commissioner Timothy J. Dacey; Karen A. Basciano, Commissioner Stanley E. Wiklinski.

Registered Maritime Pilot Apprentices

Karen A. Basciano
James R. Britton
Harold Cavagnaro, III
Michael Chambers
Timothy M. Murray
Joseph S. Paulis
Ronald S. Perry
Coleen M. Quinn

Apprentice Selection List

List Expires October 17, 2008

Scott Driscoll
Timothy Newman
Christine Razukas
Kevin Walsh

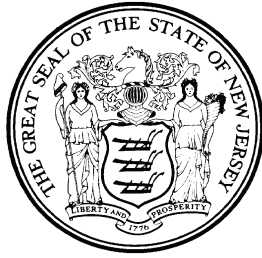
Alternates:

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 | K.P. Sorenson* |
| T.J. Keating | T.J. Walsh |
| G.W. Kissenberth | C.A. Whiteside |
| J. Licata | W.F. Winter |
| G.A. Mason | E.G. Young |

*Retired in 2007



Docking Pilots

Active Docking Pilots

| | |
|-----------------|-------------------|
| J.D. Bates | D.E. Mattsson |
| L.R. Bettinelli | J.K. McAllister |
| R.R. Biagi, Jr. | R.A. Moore |
| 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 |

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

Vessels Docked and Undocked by Docking Pilots

| MONTH | # OF MOVEMENTS |
|--------------|----------------|
| January | 895 |
| February | 777 |
| March | 912 |
| April | 870 |
| May | 943 |
| June | 940 |
| July | 974 |
| August | 996 |
| September | 915 |
| October | 960 |
| November | 932 |
| December | 878 |
| TOTAL | 10,992 |

* Currently on leave of absence

Retired Docking Pilots

J.M. Naughton*
 G.A. Stitik
 *Retired in 2007



At its December 18, 2007 regular meeting Captain James Naughton is presented with a certificate of retirement. Pictured left to right are: Commissioner Timothy J. Dacey, Captain Robert Flannery and Captain James Naughton



years, was depleted in September of 2007. In October of 2007 the Committee was reappointed to restart the interview process and establish a new list.

Docking Pilot Apprentices

In 2007 the President of the Commission appointed a Docking Pilot Apprentice Selection Committee to establish the first ever list of qualified docking pilot apprentices. The Committee consisted of two industry representatives, one Commissioner and the Executive Director. A total of eight applicants went through a stringent application process after which five were found to be qualified. This list, which is kept on file for a period of two

Registered Docking Pilot Apprentices

Christopher Baker
Fred Dashkoff
Mark Hershey
Richard Jermak
Kirk Pinto



At its September 18, 2007 regular meeting the Commission appointed the first Docking Pilot Apprentices to go through the application process. Pictured from left to right are: Executive Director, Charles A. Licata, Fred Dashkoff, Chris Baker, Kirk Pinto, Mark Hershey and Commissioner Timothy J. Dacey.



Vessel Incidents

In the year 2007 the Occurrence/Investigation Committee of The New Jersey Maritime Pilot and Docking Pilot Commission investigated and reported on a total of twenty-six 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 |
|--|-------------|---|
| Meriom Sky—Power Loss | 1/14/07 | Pilot found non-culpable. |
| Toba—Contact with Dredge and Buoy | 2/23/07 | Pilot received a Cautionary Letter. |
| Team Actinia—Loss of Reverse Capability | 2/26/07 | Pilot found non-culpable. |
| Kobe Express - Engine Failure | 3/17/07 | Pilot received commendation letter. |
| M/V Lloydania—Power Loss | 4/10/07 | Pilot found non-culpable. |
| Maria Knutsen—Alleged Damage to Dock | 4/23/07 | Alleged damage was preexisting. Pilot found non culpable. |
| Qatari Ibn Al Fawa—Power Loss | 4/24/07 | Pilot found non-culpable. |
| Hanjin Elizabeth—Power Loss | 4/29/07 | Pilot found non-culpable. |
| Zim Mediterranean - Lines Parted Due to High Winds | 5/16/07 | Pilot received commendation letter. |
| Ocean Dignity—Power Loss | 5/19/07 | Pilot found non-culpable. |
| Ludwigshaffen Express—Allision with Buoy | 5/22/07 | Pilot found non-culpable. |
| Penn #4—Allision | 6/13/07 | Pilot received a Cautionary Letter. |
| Atlantic Conveyor—Grounding due to Power Loss | 7/3/07 | Pilot found non-culpable. |
| White Sea—Grounding due to Steering Loss | 7/12/07 | Pilot found non-culpable. |
| Carnival Miricle—Allision with Construction | 7/22/07 | Pilot found non-culpable. |
| Eagle Baltimore—Did not get Astern Bell | 7/23/07 | Pilot found non-culpable. |
| Carnival Victory—Allision | 8/2/07 | Pilot found non-culpable. |
| Maersk Virginia- Power Loss | 9/12/07 | Pilot found non-culpable. |
| MSC Mexico—Power Loss | 10/18/07 | Pilot found non-culpable. |
| Zim Xiamen—Allision | 11/2/07 | Still under investigation. |
| CMA/CGM Seine—Power Loss | 11/8/07 | Pilot found non-culpable. |
| MSC Fribourg—Engine Failure | 11/26/07 | Pilot found non-culpable. |
| Lt. Genova—Power Loss | 12/14/07 | Pilot found non-culpable. |
| Maersk Montreal—Power Loss | 12/16/07 | Pilot found non-culpable. |
| Maersk Virginia—Power Loss | 12/19/07 | Pilot found non-culpable. |
| Ever Respect—Power Loss | 12/21/07 | Pilot found non-culpable. |



COMMISSIONERS

RICHARD L. AMSTER, Florham Park, New Jersey. Mr. Amster was principal of Amster & Levin a law firm located in Newark and then in Millburn for over a thirty year period. Thereafter, he was of counsel to the firm of Wolff & Samson until he retired from the practice of law on January 1, 1998. 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) homeported in Oakland, California. He remained a United States Naval Reserve Officer until 1995. He has worked for Lykes Lines, Hanjin Shipping and NYK Line in shore side positions and is currently the Vice President of Administrative Services at Bergen Community College. 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 current term expires on July 19, 2009.



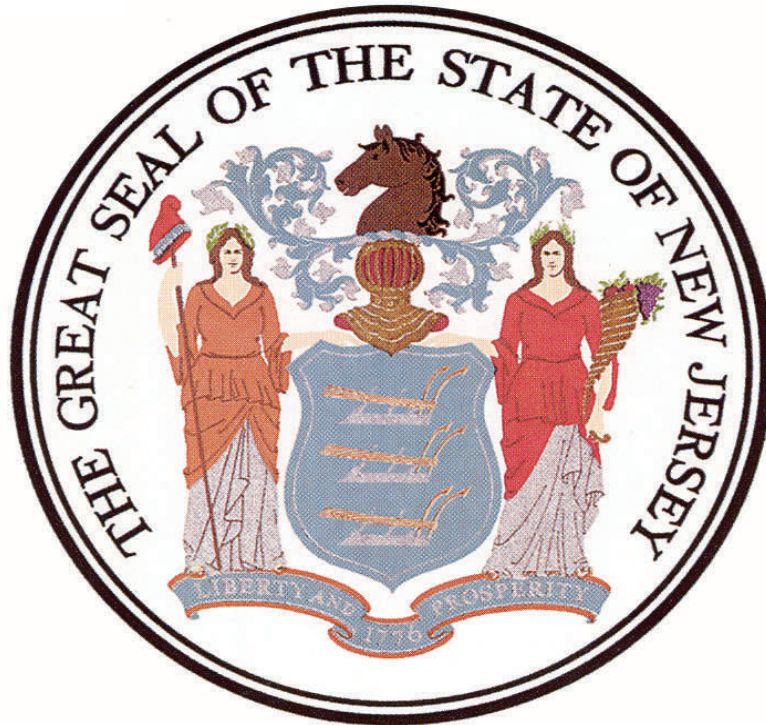
*At its December 18, 2007 regular meeting
"Rescue Randy" was presented to the
Sandy Hook Pilots Association by the Safety
Committee. Pictured left to right are: Com-
missioner Richard L. Amster, Captain Richard
J. Schoenlank, Rescue Randy and Charles A.
Licata*



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. Member of the U.S. Naval Academy class of 1958 and holder of a Master of Fine Arts Degree from Yale University, Mr. Wiklinski served 8 and ½ years on active duty as a Commissioned Naval Officer, obtaining the rank of Lt. Commander. Graduate School and 13 years of active Naval Ready Reserve service followed. Mr. Wiklinski was retired United States Naval Reserve with the Permanent rank of Commander. Commissioner Wiklinski was appointed to the Commission in December 1991, his current term expires on September 26, 2008.

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 24, 2008.



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