

BOARD OF COMMISSIONERS OF PILOTS
OF THE STATE OF NEW YORK

ONE HUNDRED SEVENTIETH ANNUAL REPORT

to the
GOVERNOR
and
LEGISLATURE
2023



BOARD OF COMMISSIONERS OF PILOTS
OF THE STATE OF NEW YORK

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The Honorable Kathy Hochul
Governor, State of New York
Executive Chamber
Albany, New York 12224

The Honorable Members of the Legislature
The State of New York
State Capitol
Albany, New York 12224

Dear Governor Hochul and Members of the New York State Legislature:

This 170th Annual Report is respectfully submitted by the Board of Commissioners of Pilots of the State of New York ("Board") in accordance with the Navigation Law of the State of New York.

The Board oversees pilotage activities of New York State licensed pilots in the Port of New York and New Jersey, Long Island Sound, Block Island Sound, and the Hudson River. The New York State Pilots are essential in keeping commerce flowing by boarding and piloting commercial ships into and out of New York State pilotage waters. In 2023, the Port of New York and New Jersey experienced record levels of cargo traffic, with cargo volumes that exceeded 2019's pre-COVID totals by 4.4 percent. The number of containers brought into the Port was 4,328,153. The Port also handled 629,193 rail lifts, 366,796 autos, 1,181,487 cruise ship passengers, and 3.1 million metric tons of bulk cargo.

This Annual Report reviews the work of the Board of Commissioners of Pilots, which includes licensing, training and regulation of New York State pilots and pilot apprentices, monitoring ship traffic and pilotage rates, and maintaining adequate numbers of licensed State pilots to provide safe, round-the-clock service to commercial ships entering and departing New York and its Boundary waters. The Board's related issues include legislation, environmental, navigation safety and security, conducting accident investigations and hearings, and issuance of Board Policies and Procedures.

Very respectfully,

Board of Commissioners of Pilots of the State of New York



James E. Mercante

President

Commissioners Lucienne Bulow, Richard Hendrick, Sr.,
Joseph Ahlstrom, William Rowland, Jeffrey Loechner

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TO THE
GOVERNOR AND LEGISLATURE
2023**

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CREDITS:

Photography used by permission, courtesy of Captain James Mahlmann, President, New York Sandy Hook Pilots Association; Jim Roy Photography, Hyde Park, New York; Captain Richard Astles, President, Northeast Marine Pilots Association; Commissioner Bjoern Kils, New Jersey Pilot Commission.

PORT & PILOT COMMISSION SUMMARY

The Port of New York and New Jersey is the largest port on the Eastern Seaboard and the 2nd largest in the United States by volume. The ever-increasing size, capacity, and tonnage of ships has highlighted the need for a strong and robust pilotage system. Ultra-Large container vessels are now capable of carrying 18,000 containers. They have drafts of nearly 50 feet, can exceed 1,200 feet in length and over 18 stories high, leaving no margin for error in close quarters pilotage. More than 95 percent of ships entering, departing, and transiting through the Port of New York are foreign flagged. The State pilot must take all these factors and more into account and safely navigate these ships in all weather conditions ranging from calm to heavy sea conditions, ice, poor visibility, strong currents and gusting winds. The pilots are compulsory as mandated by the New York State Navigation Law. Without these highly trained and skilled pilots, commerce in the Port of New York and New Jersey and other New York State pilotage waters would likely grind to a halt.

The tradition of taking aboard a pilot to guide ocean going vessels to and from sea dates back more than a millennia. Pilots provide the unrivaled local knowledge necessary to safely navigate oceangoing ships operating within New York State waters, the waters of Connecticut and New Jersey, and boundary waters of the Long Island Sound.

Congress granted States the authority to manage pilotage of vessels. Federal Law and Regulation (46 USC 8501(A)) provides that “pilots in the bays, rivers, harbors and ports of the United States shall be regulated only in conformity with the laws of the States.”

The Board was created by the New York State Legislature, Chapter 467, Laws of 1853, as amended, to implement the competitive selection, training, licensing, and regulation of State pilots. The Board’s responsibilities have expanded to include participation in the selection of apprentices and pilots-in-training; administer state pilot examinations for an original license and any extension of pilotage routes; annual license renewals; marine accident investigation and disciplinary actions; safety of navigation issues; protection of the environment; and security. To carry out these responsibilities, the Board holds weekly meetings for the purpose of maintaining close oversight of the State pilotage system, its operations, and pilots.

The Board issues several types of legislatively authorized State pilot licenses, each covering a separate portion of New York State navigable waters, including the Port of New York and New Jersey and Hell Gate pilots, Hudson River pilots, and Long Island Sound/Block Island Sound pilots. Each New York State pilot license is renewed annually. Pilots appear personally before the Board where training and work performance records are reviewed in conjunction with the state pilot providing his or her annual vision and medical exam results. The Board routinely interviews the pilots and apprentices and inquires on safety, security and educational matters. The Board provides grants for advanced pilot education and training. Board members also participate in seminars and conferences on pilotage and navigational safety with maritime industry, state and federal agency representatives.



STATE PILOTAGE SYSTEM OPERATIONS AND STATISTICS

State pilot operations in the Port of New York and New Jersey, the Long Island Sound and Block Island Sound, and the Hudson River District from 2020 to 2023 are summarized in the ship traffic statistics below. In 2023, arrivals and departures increased by nearly 600 transits, to an astounding 10,927 pilot assignments.

Arrivals and Departures for New York, Long Island Sound and Block Island Sound & Hudson River:

2023 - 10,927

2022 - 10,375

2021 - 10,337

2020 - 9,051

These statistics do not include National Oceanic & Atmospheric Administration, Military Sealift Command and United States Naval vessels; or ocean-going barge traffic and United States flag vessels under enrollment, which do not require a compulsory State pilot. The type of vessels entering and departing the Port of New York and New Jersey include Container Vessels, Passenger Vessels, Tankers, General Cargo Vessels, and Vehicle Carriers.

Number of Pilots:

Sandy Hook: In 2023, there were 64 active Sandy Hook Pilots serving the Port of New York and New Jersey, with one Sandy Hook Pilot also cross-assigned to the Hudson River.

Hudson River: In 2023, there were four Full Branch Pilots working exclusively on the Hudson River. In addition, there was one Sandy Hook Pilot licensed for the entire Hudson River and three Sandy Hook Pilots licensed for the lower Hudson River to assist the Hudson River Pilots Association during periods of increased vessel activity or heavy ice conditions.

Northeast Marine Pilots: In 2023, there were nine Full Branch Pilots licensed to serve the waters of the Long Island Sound and Block Island Sound, providing pilotage from Point Judith, Rhode Island to City Island, New York. One pilot retired in February 2023, leaving eight Full Branch Pilots. Five Sandy Hook Pilots are also licensed in the Long Island Sound and Block Island Sound as part of a Joint Pilot Rotation System implemented between the States of New York and Connecticut.



Retirements:

One pilot retired in 2023 from New York State pilotage. Captain David Gray piloted in the waters of the Long Island Sound and Block Island Sound as a member of the Northeast Marine Pilots Association. The Board extends its appreciation to Captain Gray for his dedicated service and wishes him Fair Winds and Following Seas in retirement.

Apprentices:

There are seven New York and six New Jersey Sandy Hook Pilot Apprentices under the direction of the Apprentice Training Committee of the United New York and New Jersey Sandy Hook Pilots Benevolent Association. Three new apprentice pilots were registered in 2023 - Benjamin B. White (NJ), John C. Locks (NY), and Luke G. Germanakos (NJ).

For additional training, apprentice Pilots also serve as navigation watch officers on the Pilot Boats NEW YORK and NEW JERSEY, and as launch operators to and from the offshore pilot station including meeting arriving and departing ships at sea.

SHIP MOVEMENTS AND ASSIGNMENTS FOR PORT OF NEW YORK AND NEW JERSEY SANDY HOOK PILOTS:

1. SHIP MOVEMENTS AND TRANSPORTS:

2023 – 10,188 ship assignments -188 per pilot
2022 – 9,654 ship assignments -184 per pilot
2021 – 9,563 ship assignments -177 per pilot
2020 – 8,519 ship assignments -144 per pilot

2. TOTAL NUMBER OF PILOT ASSIGNMENTS*

2023 – 11,813 total pilot assignments, 218 per pilot
2022 – 11,504 total pilot assignments, 217 per pilot
2021 – 11,385 total pilot assignments, 210 per pilot
2020 – 9,719 total pilot assignments, 164 per pilot

*Pilot Assignments may include Harbor Operations, Dredging, Simulator Training, Trustee and Committee Meetings.

3. LONG ISLAND SOUND/BLOCK ISLAND SOUND NEW YORK LICENSED PILOTS SHIP ASSIGNMENTS:

2023 – 269 ship assignments, 26 per pilot
2022 – 283 ship assignments, 26 per pilot
2021 – 311 ship assignments, 28 per pilot
2020 – 204 ship assignments, 24 per pilot

4. HUDSON RIVER PILOTS ASSOCIATION SHIP ASSIGNMENTS:

2023 – 470 ship assignments, 94 per pilot
2022 – 438 ship assignments, 80 per pilot
2021 – 419 ship assignments, 84 per pilot
2020 – 414 ship assignments, 75 per pilot

TOTAL STATE PILOTAGE ASSIGNMENTS; ALL PILOTAGE DISTRICTS:

2023 – 12,552 total system assignments
2022 – 12,225 total system assignments
2021 – 12,159 total system assignments
2020 – 10,337 total system assignments

PILOT TRAINING

Duties of the Board, as provided by the New York Navigation Law include, among other responsibilities, establishing rules and regulations regarding pilot apprenticeships, approval of applications for apprenticeships and the testing of Sandy Hook, Hudson River and Long Island Sound Pilots for original licenses, extensions of route, and annual renewals.

The qualifications for entrance into the State pilot system are rigorous. Sandy Hook apprentice pilots initially work aboard the pilot launches as well as the pilot station boats and are required to ride over 1,000 vessels entering and departing the Port of New York and New Jersey as part of the apprentice training program. Hudson River Pilots-in-Training are required to have a minimum 1,600 gross ton mate or a master's credential with first class pilotage endorsements for the Hudson River. In the Long Island Sound, Northeast Marine Pilots requires an unlimited master's credential with first class pilotage endorsements for all ports in the Long Island Sound.

An annual Advanced Pilot Training Program ensures that New York State pilots are among the best trained, equipped and informed professionals in the nation. This training program, which is regularly reviewed and upgraded, provides continuing education seminars and other instruction addressing the following:

- Emergency ship handling at the Maritime Institute of Technology and Graduate Studies (MITAGS).
- A Port Security Grant awarded to the Board funded the development of a Pilot Security Training Course at MITAGS addressing an active shooter/hostile event situation aboard a vessel, emergency communications, and vessel security.
- Ship Pilot Ladder training program for pilots and apprentice pilots.
- Development of "Best Practices" for harbor pilotage of Ultra-Large and Super Ultra-Large container vessels at MITAGS.
- Bridge Resource Management for Pilots at MITAGS.
- Manned Model Training at Port Revel, France, the Maritime Pilots Institute in Covington, Louisiana, Marine Safety, Inc. at Newport, Rhode Island, and the Massachusetts Maritime Academy Ship Simulator School.
- Radar Systems Theory and Use, Electronic Chart Display and Information System (ECDIS), Satellite Navigation (SATNAV), Global Positioning System (GPS), Automatic Identification System (AIS), electronic information and auto pilot systems.
- Selected case histories and studies of maritime accidents and casualties.
- Master-Pilot Exchange (MPX) system and protocols.
- Change of the Conn Policies and Procedures.
- Role of the Compulsory State Pilot.
- Human Factors in Marine Operations.
- Fatigue, Sleep and Medications Program at MITAGS.
- Tractor tug, azimuth propulsion, podded propulsion and dynamic positioning training at MITAGS and the Maritime Pilots Institute.

The Advanced Pilot Training Program ensures that State licensed pilots maintain their high professional standards in the rapidly changing maritime industry. The courses focus on efficient use of personnel, communications, equipment, organizational development and human and technical resources available on the bridge of a modern ship.

The Advanced Pilot Training Program is responsive to, and addresses, the recommendations and/or rules of other recognized safety agencies, such as the National Transportation Safety Board, The National Safety Council, Standards for the Training and Certification of Watch Officers (STCW) and the United States Coast Guard. The goal of the Advanced Pilot Training Program is to heighten communication levels and awareness of the various human and operational factors which affect a state pilot's work within a State pilotage system that operates twenty-four hours a day in all weather conditions.

PILOT APPEARANCES BEFORE THE BOARD

Pilots appear before the Board for license renewals and special occasions, such as administering the Apprentice Oath to new apprentices, and upon completion of the apprenticeship, administering the Pilot Oath. Another milestone for a pilot is upgrading their license to a Full Branch Sandy Hook Pilot ("SHPA") after serving several years as a Deputy Pilot. Captain Thomas Sullivan appeared before the Board to upgrade to a Full Branch Sandy Hook Pilot on January 30, 2024. His letter to the Board follows.

UNITED NEW YORK SANDY HOOK PILOTS' BENEVOLENT ASSOCIATION



February 7, 2024

Board of Commissioner of
Pilots of the State of New York
One Battery Park Plaza
31st Floor, New York, NY 10004

Members of the Board:

This is to thank the Board for their hospitality on January 30th at my license renewal and upgrade to Full Branch Sandy Hook Pilot. The Board's warm welcome made the occasion what is sure to be a fond memory in particular for my grandfather, who had a longstanding relationship with the Board as a Hudson River pilot. He mentioned how happy he was to witness the professional relationship between the Board and the Sandy Hook Pilots.

I am honored to have been reelected as the SHPA treasurer and finance chairman and look forward to another year working with the Board to further serve the Port of New York and New York State pilotage.

Respectfully,



Captain Thomas F. Sullivan
Sandy Hook Pilots Association

STATE PILOT OPERATIONAL BASES AND FLOATING EQUIPMENT

Fourteen pilot vessels serve the coastal areas of the New York State pilot system. The Board of Commissioners authorized and designated State pilot transfer locations are:

- Station Edgewater, Staten Island, NY serving the Atlantic Ocean, at the approaches to New York Harbor and the western Long Island Sound;
- Station Newport, Rhode Island serving New York waters of eastern Long Island Sound and Block Island Sound, and Point Judith, Rhode Island; and
- Station Yonkers, New York, serving the Lower Hudson River; and Station Hyde Park, New York serving Hyde Park/Norrie Point and the Upper Hudson River.

The following floating equipment was in use in the State pilot system in 2023:

<u>PILOT BOAT</u>	<u>LENGTH</u> <u>Overall</u>	<u>BUILT</u>	<u>STATUS</u>	<u>STATION</u>
NEW YORK	208	1993 (rebuilt 2022)	In service	New York Harbor
NEW JERSEY	146	1986	In service	New York Harbor
SANDY HOOK	65	1985	In service	New York Harbor
AMERICA	56	2000	In service	New York Harbor
PHANTOM	56	2000	In service	New York Harbor
WANDERER	56	2001	In service	New York Harbor
YANKEE	56	2005	In service	New York Harbor
TRENTON	48	1983	In service	Hudson River
SEN. JOHN E. FLYNN	38	1971	In service	Hudson River
JOHN G. HAMILTON	36	2005	In service	Hudson River
NORTHEAST PILOT I	53	2013	In service	LI/BI Sound
NORTHEAST PILOT II	47	1985	In service	LI/BI Sound
NORTHEAST PILOT IV	51	1987	In service	LI/BI Sound
NORTHEAST PILOT V	38	1992	In service	LI/BI Sound



NEW Pilot Boat NEW YORK

In 2022, the Sandy Hook Pilot Association replaced the P/B NEW YORK, which had been in service for almost 50 years. In 2019, the SHPA acquired the former Oil Spill Response Vessel MAINE RESPONDER, and converted the vessel at Feeney Shipyard in Kingston, New York into its primary station boat.

The new P/B NEW YORK is the largest station boat in the United States at 208 feet. The P/B NEW YORK has a helicopter pad, an expanded deck house for pilot berthing that includes a pilot and crew dining area, and bridge wing extensions that have floor to ceiling windows. There is also a new boom crane to load and handle inflatable boats. Safety features include a port rescue station with a net recovery system for man overboard incidents and deck de-icing in the boarding areas.

The P/B NEW YORK also features technology upgrades including closed-circuit television cameras for port security and an upgraded communication system between the pilothouse and mess and boarding areas. The P/B NEW YORK will remain on station for up to six weeks at a time before returning to port for refueling and provisioning and will fit the Sandy Hook Pilots' needs for a safe and seaworthy station keeping platform that has been part of their history since 1694.

In addition to welcoming its new P/B NEW YORK, the Sandy Hook Pilots retired its predecessor, also named P/B NEW YORK. A symbol of safety and heroism, the now-retired P/B NEW YORK has been a familiar sight in the Port of New York and New Jersey harbor for nearly 50 years. In the days after 9/11, the P/B NEW YORK served as a command center to communicate with vessels evacuating people from Manhattan. In 2012, the P/B NEW YORK assisted the Coast Guard and Army Corps of Engineers survey damage after Superstorm Sandy.



MARINE CASUALTIES AND INCIDENTS

The Board investigates marine casualties pursuant to the New York State Navigation Law. The Board conducts casualty and incident investigations typically in cooperation with the United States Coast Guard and the New Jersey Maritime Pilot and Docking Pilot Commission. The investigation process includes interviews of the State pilot and witnesses and, where warranted, the Board appoints a Commissioner as Hearing Officer and formal hearings are conducted by the Board to hear witnesses and examine evidence. After deliberations, the Board issues a written Opinion and Order, takes disciplinary action if necessary and makes safety and training recommendations to address specific concerns in order to prevent recurrences of future incidents. The following cases either occurred in or were closed in 2023:

DATE OF INCIDENT	VESSEL	NATURE OF INCIDENT
October 23, 2023	M/V HYUNDAI HOPE	Main engine slow down due to misaligned hydraulic oil valve. Repairs made by ship personnel and ship cleared to sail by the Coast Guard.
September 10, 2023	M/V PORTO LEONE	Alleged Wake Damage – Board investigation found claim to be unsubstantiated.
September 8, 2023	M/V OLEANDER	Minor damage to vessel caused by tug while ship was undocking.
September 2, 2023	M/V NAVIG8 SUCCESS	Limit switch for the engine's air compressor vibrated loose, causing a temporary shutdown of vessel's main engine. Repairs made by ship personnel and ship cleared to sail by the Coast Guard.
July 28, 2023	M/V BALTIC SCORPION	Vessel operated at reduced speed due to faulty engine control panel sensor. Repairs made by ship personnel and ship cleared to sail by the Coast Guard.
June 4, 2023	M/V MSC APOLLO	While undocking with tugs made fast clogged oil filter resulted in propulsion loss. Repairs made by ship personnel and ship cleared to sail by the Coast Guard.
May 12, 2023	M/V GEORG MAERSK	While undocking leak in engine cylinder required vessel to return to berth. Repairs made by ship personnel and ship cleared to sail by the Coast Guard.
February 26, 2023	M/V CMA CGM SURABAYA	Gyrocompass malfunction while inbound to Port Elizabeth. Repairs made by ship personnel and ship cleared to sail by the Coast Guard.
February 10, 2023	USS BATAAN	Contact with pier while undocking caused cosmetic damage to ship.

OVERSIGHT

Long Island Sound/Block Island Sound Joint Pilotage Rotation System: The New York and Connecticut state legislatures authorized the two states to enter into an agreement for the establishment of a rotation system for the assignments of New York and Connecticut licensed State pilots on the Long Island Sound. A Memorandum of Agreement was signed between the two States on 8 February 2000, and the Agreement was finalized and implemented during the first half of 2005. Block Island Pilots Association (affiliate of Sound Pilots) is the authorized Joint CT/NY Pilot Rotation System Administrator.

The Board continues to believe that the joint pilotage rotation has improved the safety and efficiency of the CT/NY pilotage systems through better administration, pilot dispatch, communications and utilization of pilot boats/pilot stations. The objective to combine operations seeks to further reduce redundancy, operation costs and overhead and increase efficiency, while maintaining high safety standards, professional conduct and accountability, which the Board has been advocating among the State pilot groups. The Board extends its appreciation and thanks to the Connecticut Port Authority and the Connecticut Pilot Commission for their continuing cooperation in implementing the bi-state Memorandum of Agreement and their participation in the administration and oversight of the system.

RELATIONSHIP WITH THE UNITED STATES COAST GUARD, MARITIME INDUSTRY AND OTHER GOVERNMENT AGENCIES

The Board maintains regular contact and cooperative working relationships with the New Jersey Maritime Pilot and Docking Pilot Commission, the Connecticut Port Authority, the Connecticut Pilot Commission, the United States Coast Guard Sector New York, the Captain of the Port Sector New York, United States Coast Guard Sector Long Island Sound, Captain of the Port Sector Long Island Sound and the Port Authority of New York and New Jersey. Additionally, the Board works cooperatively on maritime safety and security matters with the National Transportation Safety Board, the National Oceanic and Atmospheric Administration, the National Cargo Bureau, the New York Harbor Safety, Navigation and Operations Committee, the Area Maritime Security Committees of New York and Long Island, the Maritime Association of the Port of New York and New Jersey, the Hudson River Safety, Navigation, and Operations Committee, the Ad Hoc Committee on Pilotage and the American Pilots Association, in an ongoing effort to promote maritime and environmental safety and security with maritime industry partners.



PILOTAGE RATES

Rates for regulated vessels are determined by the Legislature for vessels arriving at or departing from the Port of New York and New Jersey, the Long Island Sound and Block Island Sound, and the Hudson River. The Board retains authority to establish intermediate rates for other services, as well as to review and recommend surcharges for:

Sandy Hook Capital Construction Fund: Implemented in 1999, reviewed/adjusted annually;
Sandy Hook Pension Fund: Implemented in 1995, reviewed/adjusted quarterly;
Hudson River Pension Surcharge: Implemented in 2015, rate for first sixty months set by legislation; thereafter set by the Hudson River Pilots Surcharge Board;
Hudson River Pilot Station and Communications Fee: Implemented in 1998, reviewed/adjusted annually;
and
Long Island Sound/Block Island Sound pilot boat fuel surcharge: Implemented in 2006, adjusted quarterly.

SUMMARY OF PORT OF NEW YORK AND NEW JERSEY LEGISLATIVE RATE AUTHORIZATIONS:

In 2022, rate legislation was passed that provided for the following pilotage rate adjustments:

2023	3% pilotage rate adjustment
2024	3% pilotage rate adjustment
2025	3% pilotage rate adjustment
2026	3% pilotage rate adjustment

The rates include a surcharge, that was effective 1 January 2018, on vessels above 1,650 pilotage units.

HUDSON RIVER: Pilotage rate adjustments are set by legislation. An operational cost recovery surcharge has been in place since 1999 for Hudson River pilot boats, pilot station and communications equipment as implemented by the Legislature. The surcharge is evaluated and adjusted, if necessary, by the Board in January of every year. In 2015, the New York Navigation Law was amended in order to establish a pension fund for Hudson River Pilots. The amendment created a Hudson River Pilot's Surcharge Board, which determines the rate of the surcharge necessary to fund retirement benefits for active Hudson River Pilots. In 2022, rate legislation was passed that provided for pilotage rate adjustments. The pilotage rate adjustments and pension surcharges are as follows:

2023	3.0% pilotage rate adjustment, 10% pension surcharge (effective July 1, 2023)
2024	3.0% pilotage rate adjustment
2025	3.0% pilotage rate adjustment
2026	3.0% pilotage rate adjustment

LONG ISLAND SOUND/BLOCK ISLAND SOUND: The Long Island Sound is boundary waters with the State of Connecticut. Pilotage rates in New York are set by the Legislature. Pilotage rates in Connecticut are determined by the Connecticut Port Authority upon recommendation by the Connecticut Pilot Commission. In 2022, general rate increase legislation was introduced in New York State in conjunction with proposals made to the Connecticut Pilot Commission and Connecticut Port Authority. The legislation passed the New York State Assembly and Senate during the 2022 legislative session and was signed by the Governor. The general rate increase was also approved by the Connecticut Port Authority in 2022.

SUMMARY OF LONG ISLAND SOUND/BLOCK ISLAND SOUND LEGISLATIVE RATE AUTHORIZATIONS:

2023	\$9.97 per pilotage unit
2024	\$10.27 per pilotage unit
2025	\$10.58 per pilotage unit
2026	\$10.89 per pilotage unit
2027	\$11.22 per pilotage unit

NEW YORK SANDY HOOK PILOTS AS OF 31 DECEMBER 2023
Captain James Mahlmann, President

Robert J. Blake, Jr.
Aldean L. Codling
John J. DeCruz
Robert M. Dobrowolski
Robert J. Dreher
Stephen E. Feminella*
Andrew E. Glassing
Matthew P. Haley
Kiersten E. Healy
Cornelius H. Keating
Camilo A. Lugo
James H. Mahlmann*
Charles J. Mayrer, Jr**
John L. McCarthy
Kevin J. McNamara
Timothy G. Newman**

Brian R. O'Leary*
Andrew J. Parkis
Joshua J. Pieterse**
Christopher J. Pitfick
Christine M. Razukas*
Wyatt A. Smith
Gregory J. Stem
Russell P. Stuebe II*
Daniel E. Sullivan*
Thomas F. Sullivan
Jeffrey J. Tuthill
Dominic Vitolo III
Thomas P. Walsh
William F. Wood

* Also a Long Island Sound/Block Island Sound Pilot

** Also a Hudson River Pilot (Lower Half)

NEW YORK LONG ISLAND SOUND/BLOCK ISLAND SOUND PILOTS
AS OF 31 DECEMBER 2023

Captain Richard C. Astles, President – Northeast Marine Pilots/Sound Pilots

Richard C. Astles
Sean P. Bogus
Dale T. Harper
Vincent C. Kirby

Adam T. Sanford
Theodore L. Sanford
Matthew J. Stevens
Clinton L. Walker

NEW YORK HUDSON RIVER PILOTS
AS OF 31 DECEMBER 2023
Captain Kevin F. Mullins

Paul C. Chevalier
Ian T. Corcoran*
Kevin F. Mullins

Nils A. Tribus**
Semuel L. Zapadinsky

* Also a New York Sandy Hook Pilot

** Also a New Jersey Sandy Hook Pilot

NEW YORK/NEW JERSEY SANDY HOOK PILOT APPRENTICES
AS OF 31 DECEMBER 2023

Christopher Maglin, Director of Operations

Luke J. Carrick (N.J.)
Zachary C. Dietrich (N.J.)
Luke G. Germanakos (N.J.)
James J. Hasson (N.Y.)
John C. Locks (N.Y.)
Timothy J. McNamara (N.Y.)
Robert L. Oldmixon (N.J.)

Michael V. Pino (N.Y.)
Joseph R. Reinbold (N.Y.)
Kyle G. Sammis (N.J.)
Roy G. Shaw IV (N.Y.)
Benjamin B. White (N.J.)
Jesse L. Wynn (N.Y.)

IN MEMORY OF CAPTAIN ROBERT FLANNERY, JR.

In August 2023, the Board joined the entire maritime community of the Port of New York and New Jersey in mourning the loss of Captain Robert Flannery, Jr., a docking pilot licensed by the New Jersey Maritime Pilot and Docking Pilot Commission. Captain Flannery began his maritime career with Moran Towing in 1979 as a deckhand and worked his way up to captain. In 1996 he became a docking pilot and in 2006 went on to become President of the Metro Pilots, a position he held until his retirement in 2022. In addition to his pilotage duties, Captain Flannery served in many maritime organizations in the Port of New York and New Jersey and the entire East Coast. One of his many achievements was his contribution to the efforts of the raising of the Bayonne Bridge to accommodate some of the largest ships in the world.

The Board is grateful to Captain Flannery for his outstanding and dedicated service to the Port of New York and New Jersey. With great sadness we bid him farewell.



CONCLUSION

With approximately ninety percent of the State's population living within ten miles of waterways, the safe conduct of a ship's navigation, passage into the State's ports, and protection of the environment while in State pilotage waters are key mission requirements of the State pilotage system.

The Board is committed to the professionalism of New York State pilots, the State pilot licensing system, and its ability to provide and promote the highest standards of training, quality, accountability, and service to the maritime interests of the State of New York.

Information regarding the Board, its mission and operations can be obtained, including a short video presentation on pilot operations, on the Board's website at www.nypilotcommission.org. Links to other useful maritime informational sites and government agencies are also included.

This 2023 Annual Report has been prepared, and is respectfully submitted, by:

Board of Commissioners of Pilots of the State of New York



Standing (left to right): Richard J. Hendrick, Sr., Comr.; Andrew J. Garger, Exec. Director;
Jeffrey C. Loechner, Comr.; Jennifer Gillooley, Office Manager; Joseph F. Ahlstrom, Comr.

Sitting (left to right): Lucienne C. Bulow, Comr.; James E. Mercante, President; William M. Rowland, Comr.

THE BOARD OF COMMISSIONERS OF PILOTS OF THE STATE OF NEW YORK

JAMES E. MERCANTE, Commissioner and President
B.Sc., United States Merchant Marine Academy
J.D. University of Bridgeport, School of Law; Tulane University School of Law
Captain, United States Navy (Retired)
Admiralty Attorney (New York)

LUCIENNE C. BULOW, Commissioner
B.A. Hunter College; M. Phil., Ph. D., Yale University
President, Interactive Maritime Services
Maritime Arbitrator and Mediator

RICHARD J. HENDRICK, SR., Commissioner
Chief Executive Officer, Albany Port District Commission

JOSEPH F. AHLSTROM, Commissioner
B.Sc. & M.S., SUNY Maritime College
Captain, United States Navy (Retired)
Master Mariner, US Merchant Marine
Professor, SUNY Maritime College

WILLIAM M. ROWLAND, Commissioner
B.Sc., United States Merchant Marine Academy
Senior Vice President, Ocean Marine
Sompo

JEFFREY C. LOECHNER, Commissioner
B.Sc., United States Merchant Marine Academy
Vice President, Ocean Marine
Sompo

ANDREW J. GARGER, Secretary/Executive Director
B.Sc., United States Merchant Marine Academy
J.D. New York University School of Law
Board of Commissioners of Pilots of the State of New York

JENNIFER GILLOOLEY, Office Manager
Board of Commissioners of Pilots of the State of New York

DISTRIBUTION:

Honorable Kathy Hochul, Governor, State of New York
Honorable Walter T. Mosley, Secretary of State, State of New York
Honorable Letitia James, Attorney General, State of New York
Honorable Members of the Senate
Honorable Members of the Assembly
Albany Port District Commission - Chairperson
American Institute of Marine Underwriters/New York Board of Underwriters – President
Connecticut Pilot Commission - Chairman
Connecticut Port Authority - Chairman and Executive Director
Department of Environmental Conservation – Commissioner
Geltrude & Co.
Hudson River Pilots Association - President
International Masters, Mates and Pilots, Atlantic Ports - VP
International Masters, Mates and Pilots, International - Secretary & Treasurer
Maritime Administration North Atlantic Gateway Office, NY Gateway - Director
Maritime Association of the Port of New York and New Jersey - President & Executive Director
National Cargo Bureau - President
National Safety Council - President & Chairman
National Transportation Safety Board - Chairman
National Transportation Safety Board, Office of Marine Safety, Marine Division - Director
New Jersey Maritime Pilot and Docking Pilot Commission - Executive Director
New York Naval Militia - Commander
New York Sandy Hook Pilots Association - President
Northeast Marine Pilots - President & Executive Director
Plunkett PLLC
State of New York Division of Military & Naval Affairs -Adjutant General
State of New York Office of the Attorney General, Appeals & Opinions - Assistant Attorney
State of New York Office of the Attorney General - Assistant Attorney
State of Rhode Island, Pilotage Commission
The American Pilots Association, Washington, D.C. - President & Executive Director
The Port Authority of New York and New Jersey - Port Commerce Director
The Port Authority of New York and New Jersey - Executive Director
The Roffe Group
United New York & New Jersey Sandy Hook Pilots Benevolent Association - Director of Operations
United States Army Corps of Engineers, Atlantic District
United States Army Corps of Engineers - District Commander
United States Coast Guard - Commandant
United States Coast Guard, Captain of the Port, Sector Long Island Sound - Sector Commander
United States Coast Guard, Captain of the Port, Sector New York - Sector Commander
United States Coast Guard, First Coast Guard District - Commander
United States Coast Guard, Marine Investigations, New York - Officer in Charge
United States Department of Transportation, Maritime Administrator, Washington, D.C.

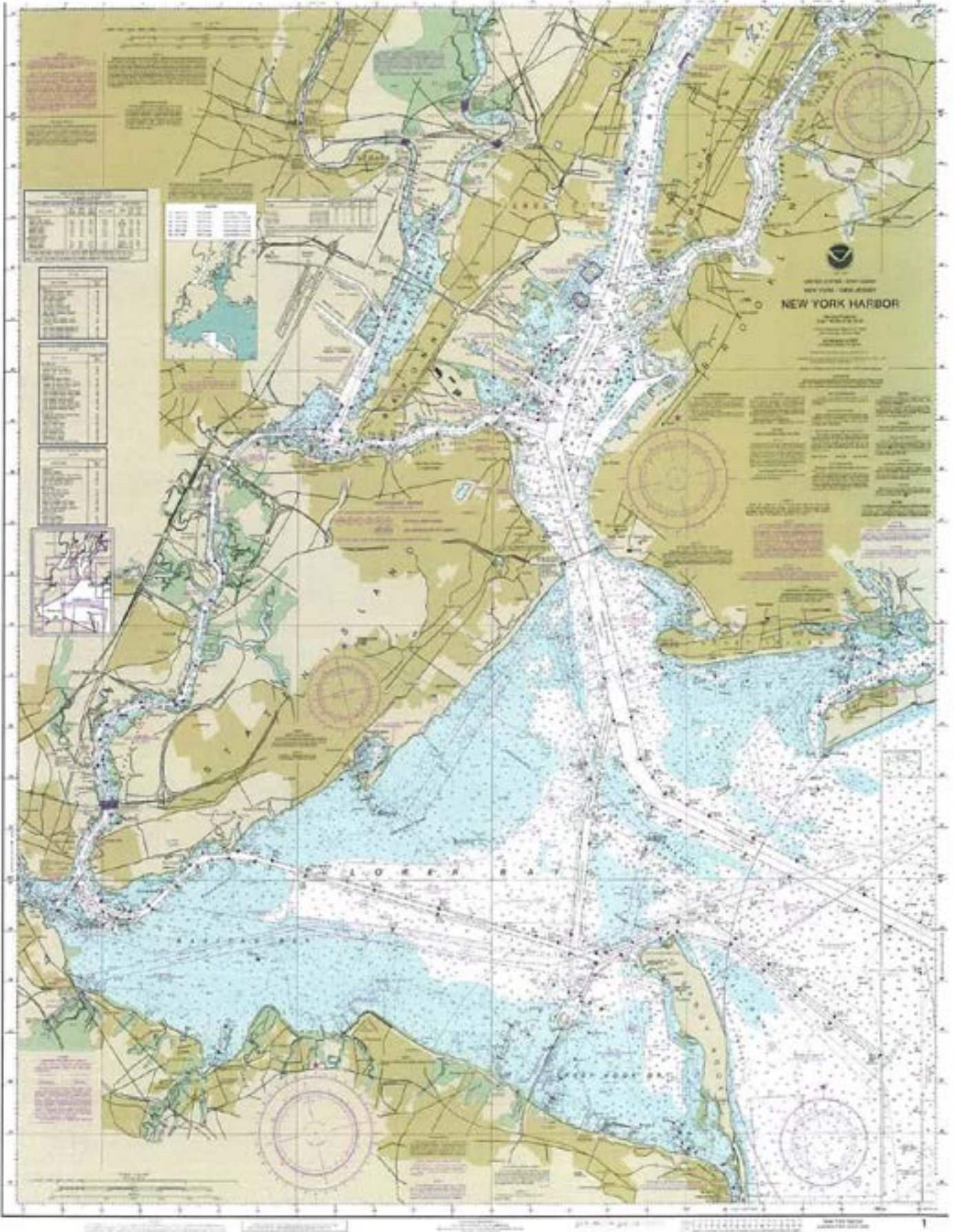
NEW YORK STATE PILOTAGE WATERS

New York State licensed pilots guide ships throughout the waters of New York State twenty-four hours a day, seven days a week. These waters include Long Island Sound and Block Island Sound, the Hudson River, and the Port of New York and New Jersey.

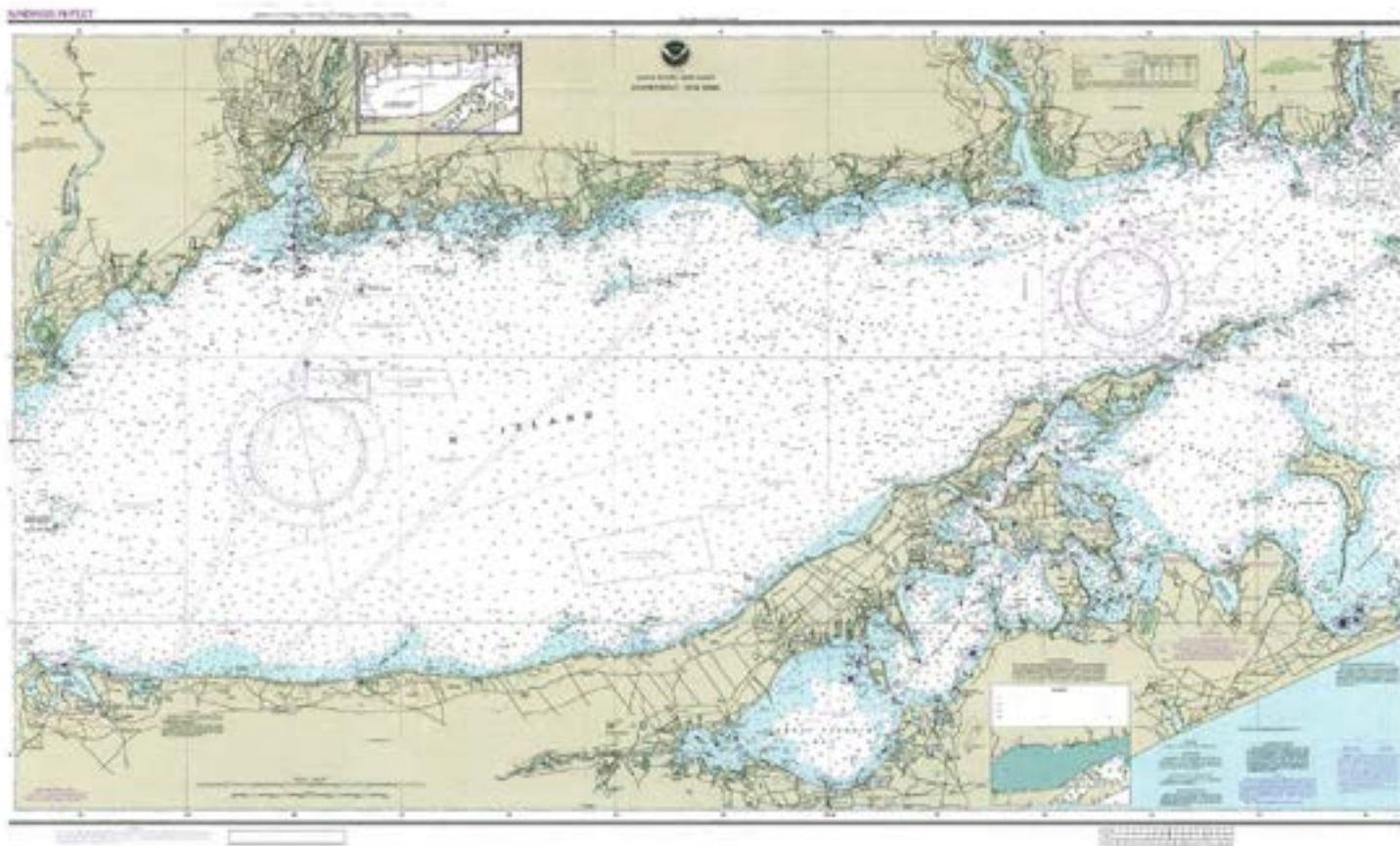
New York State Pilotage Waters – Hudson River



New York State Pilotage Waters – New York Harbor



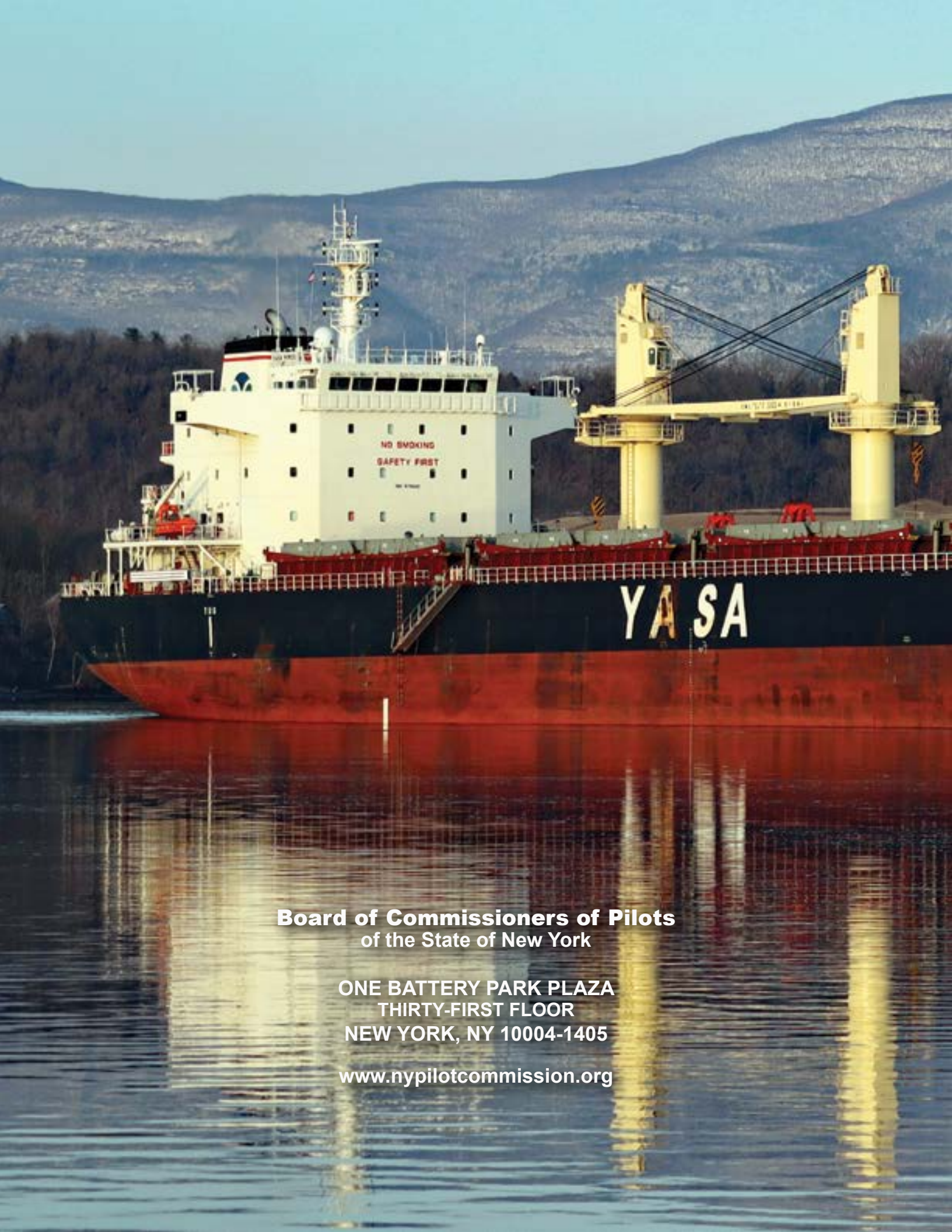
New York State Pilotage Waters – Long Island Sound and Block Island Sound



Tanker in Long Island Sound







**Board of Commissioners of Pilots
of the State of New York**

**ONE BATTERY PARK PLAZA
THIRTY-FIRST FLOOR
NEW YORK, NY 10004-1405**

www.nypilotcommission.org