



**BOARD OF COMMISSIONERS OF PILOTS  
OF THE STATE OF NEW YORK  
ONE HUNDRED SIXTY FIFTH ANNUAL REPORT  
to the  
GOVERNOR  
and  
LEGISLATURE  
2018**





PILOT

PILOT

NEW YORK

TRLU 8062243

Transamerica  
LEADING

T  
PALL  
TANK  
NET  
OIL CAP



## BOARD OF COMMISSIONERS OF PILOTS

OF THE STATE OF NEW YORK

17 BATTERY PLACE

NEW YORK, NY 10004

TEL: 212 - 425-5027

FAX: 212 - 344-3144

The Honorable Andrew M. Cuomo  
Governor, State of New York  
Executive Chamber  
Albany, New York 12224

And

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

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

This 165th 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.

Since the 1800's, the states of New York and New Jersey have developed a system of pilotage for Foreign Flag vessels and American vessels under register (engaged in foreign trade) entering and departing the Port of New York and New Jersey, the Long Island Sound/Block Island Sound and the Hudson River. State licensed pilots undergo many years of training and have extensive knowledge of local waters and port conditions and are responsible for the safe transit of the thousands of vessels, including container ships, bulk carriers, cruise ships, car carriers and general cargo ships calling at the ports and terminals of New York and New Jersey.

To ensure the safety of navigation and protection of the environment, the Board supervises training and issues annual licenses to highly trained ship pilots transiting the waters of New York State and the Boundary waters of New Jersey and Connecticut.

This Annual Report reviews the work of the Board, which includes the licensing and regulation of New York State pilots, apprentice pilots (Sandy Hook) and pilots-in-training (Hudson River and Long Island Sound/Block Island Sound); monitoring ship traffic, pilotage rates, the number of licensed State pilots, pilotage assignments, navigational and environmental safety issues, and legislation; conducting accident and investigation hearings, issuance of Board Policies and Procedures, and monitoring the condition of the floating and shore-based vessels and equipment used in the system to provide safe, round-the-clock pilotage operations in New York and Boundary waters.

Very Respectfully,  
Board of Commissioners of Pilots  
of the State of New York

James E. Mercante  
President

**ONE HUNDRED SIXTY FIFTH ANNUAL REPORT  
TO THE  
GOVERNOR AND LEGISLATURE  
2018**

**TABLE OF CONTENTS**

<b>Subject</b>	<b>Page</b>
Introduction	3
History of the Board of Commissioners	4
State Pilotage System Operations and Statistics	5
Pilot Training	7
State Pilot Operational Bases and Floating Equipment	9
Marine Casualties	10
Oversight	12
Construction Projects	12
Relationships with Other Agencies and the Maritime Industry	13
USCG Harbor Operations, Safety and Area Maritime Security Committee	14
Pilotage Rates and Legislative Rate Authorizations	14
Conclusion	16
New York State Pilots Licensed by the Board of Commissioners	17
New York State Pilot Apprentices Authorized by the Board of Commissioners	18
Members of the Board of Commissioners of Pilots	19

**Photographs courtesy of Captain Stephen Naples, United Sandy Hook Pilots Benevolent Association (Retired); Jim Roy, Jim Roy Photography, Hyde Park, New York and the Maritime Institute of Technology and Graduate Studies.**

## INTRODUCTION

The Board holds weekly public meetings for the purpose of maintaining close oversight of the State pilotage system and its operations. Each New York State pilot license is renewed annually in conjunction with training and work performance records, together with a personal appearance during which the pilot's vision and medical records are reviewed. The Board routinely questions pilots and conducts surveys on safety, security and educational matters. Board members also attend hearings, seminars and conferences on pilotage and navigational safety with maritime industry, state and federal agency representatives. The Board continuously emphasizes professional development and promotes the highest standards of care and safety in the conduct of marine operations.

The Board's responsibilities, under the New York Navigation Law, include the selection of apprentices and pilots-in-training, instruction, examination for an original license and any extension of route, annual license renewals, accident investigation and disciplinary actions. To carry out these responsibilities, the Board supports education for advanced state pilot training, including use of carry-aboard portable pilot units equipped with electronic charting and DGPS positioning equipment, software development, acquisition of mobile communication devices, azipod propulsion systems and tractor tug training.

The sight of a ship at sea or transiting to or from a port stirs a sense of excitement and adventure. Often overlooked are the dangers which mariners may face as they perform their duties. The waters along New York's coast are among the nation's busiest, with high volumes of ship traffic bound for its ports and terminals. In 2018, the Port of New York and New Jersey handled over 7.0 million TEU's (Twenty Foot Equivalent Units) for the first time in its history, 573,000 automobiles, 856,000 cruise ship passengers, almost 4.0 million tons of bulk cargos and had a market share of 52% among North Atlantic ports.

Ships serving port commerce are becoming larger and larger. Ultra-Large and Super Ultra-Large container vessels are capable of carrying between 14,000 and 18,000 containers. They have loaded drafts of nearly 50 feet, exceed 1,200 feet in length, are over 18 stories high and can obscure the shoreline when transiting narrow channels.

The State pilot must navigate these vessels in all weather conditions ranging from calm to heavy sea conditions, poor visibility, stronger than predicted currents and gusting winds.

## HISTORY

The Board is a public agency, created by the New York State Legislature, Chapter 467, Laws of 1853, as amended, to provide for the competitive selection, training, licensing, and regulation of State pilots. These State pilots navigate oceangoing vessels which operate on New York State waters, waters of Connecticut and New Jersey and boundary waters of the Long Island Sound. The States, under authority granted by Congress, have exercised their authority to control the piloting of vessels along their waterways, including coastal waterways within the territorial limits of the States, since before the federal constitution was adopted. 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 States have authority over the pilotage of all American vessels sailing under register (engaged in foreign trade) and all foreign flag vessels operating in State waters.

The Board issues three types of legislatively authorized State pilot licenses, each covering a separate portion of New York State navigable waters. Jurisdiction, originally as to Sandy Hook pilots at the Port of New York in 1853, was extended to Hells Gate pilots by Chapter 283, Laws of 1928; extended to Hudson River pilots by Chapter 676, Laws of 1959; and extended to Long Island Sound/Block Island Sound pilots by Chapter 942, Laws of 1971.

The New York State Pilotage Districts under the responsibility of this Board are:

- The Port of New York/New Jersey District;
- The Hudson River District;
- Long Island Sound/Block Island Sound District.

Operations and daily routines are characterized by high standards of performance within the State pilotage system. The Board continues to provide grants for advanced pilot education and training. Serious marine accidents and casualties remain at low levels in terms of accidents per tons carried.

The Board regards the matter of safety of navigation, protection of the environment, security of our ports and waterways and thorough training, licensing, professional accountability and oversight of competitively selected State pilots among its highest priorities.

As is the case with any transportation safety agency, the Board is attentive to the changing dynamics of the maritime industry. The increasing size and technology of large, internationally flagged oceangoing vessels, reduced crew size, language barriers, standards of crew training, licensure, certification and ship security are examples of how the State pilotage system participates in the development of precautionary measures which must be taken to reduce or prevent, to the greatest extent possible, the occurrence or consequence of marine casualties. The maritime industry is in a state of constant change. Consolidations, mergers, bankruptcies, and pooling of equipment and marketing forces are commonplace. It is extremely important that State pilots are kept informed of the increased size, technology and changing internal complexion of the maritime industry and how that impacts the way ships are operated and crewed in this competitive international environment. More than ninety five percent of ships entering, departing and transiting through the Port of New York are foreign flagged. Ninety percent of the stevedoring operations at container port terminals in the Port of New York/New Jersey are owned by foreign shareholders. The dynamics of the nation's maritime industry are reflected in these statistics, particularly with respect to the ever-increasing size of vessels and their cargo carrying capacity.

## STATE PILOTAGE SYSTEM OPERATIONS

State pilot operations in the Port of New York/New Jersey, the Long Island Sound/Block Island Sound, and the Hudson River District in 2018 are summarized in the ship traffic statistics below:

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

2018 - 10,516  
2017 - 9,940  
2016 - 10,790

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 compulsory State pilots.

### Port of New York/New Jersey:

Vessel Traffic Increased/Decreased as follows:

Container/RoRo:	(+) 161
General Cargo:	(-) 10
Passenger:	(+) 20
Tankers:	(+) 38
Vehicle Carriers:	(+) 18

**Number of Pilots:** In 2018, there were 75 active Sandy Hook pilots serving the Port of New York/New Jersey, with two assigned to the Hudson River. On average there are approximately 10 pilots per month assigned to administrative duties, not fit for duty and/or piloting in other districts leaving 65 pilots per month serving the Port of New York/New Jersey. One apprentice pilot, Joseph K. Reinbold, was registered in New York in 2018.

The Hudson River Pilots Association has five Full Branch Pilots working exclusively on the Hudson River. In addition, there are five 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 has seven Full Branch Pilots licensed for the waters of the Long Island Sound/Block Island Sound, providing pilotage from Point Judith, Rhode Island to City Island, New York. Five Sandy Hook Pilots are also licensed in the Long Island Sound/Block Island Sound as part of the Joint Pilot Rotation System implemented between the States of New York and Connecticut.

## **RETIREMENTS:**

There were 4 pilot retirements in 2018: Captains David H. Thompson and Winfield S. Winter from the New York Sandy Hook Pilots Association and Captains Edward Sweeney and James Britton from the New Jersey Sandy Hook Pilots Association. The Board extends its thanks to these captains for their dedicated service and wishes them Fair Winds and Following Seas in retirement.

## **APPRENTICES:**

There are six New York and four 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. Apprentice Pilots also serve as masters and/or navigation watch officers on the Pilot Boats NEW YORK and NEW JERSEY, and as motorboat operators on pilot station as part of their apprenticeship.

## **SHIP MOVEMENTS AND ASSIGNMENTS:**

### **PORT OF NEW YORK/NEW JERSEY SANDY HOOK PILOTS NUMBER OF SHIP MOVEMENTS AND TRANSPORTS:**

2018 - 9,759 ship assignments, 150 per pilot  
2017 - 9,193 ship assignments, 144 per pilot  
2016 - 10,025 ship assignments, 157 per pilot

### **PORT OF NEW YORK/NEW JERSEY SANDY HOOK PILOTS ACTIVITY ANALYSIS; TOTAL NUMBER OF PILOT ASSIGNMENTS\***

2018 - 11,259 total pilot assignments, 173 per pilot  
2017 - 10,495 total pilot assignments, 164 per pilot  
2016 - 11,434 total pilot assignments, 179 per pilot

### **LONG ISLAND SOUND /BLOCK ISLAND SOUND NEW YORK LICENSED PILOTS SHIP ASSIGNMENTS:**

2018 - 205 ship assignments, 23 per pilot  
2017 - 199 ship assignments, 22 per pilot  
2016 - 205 ship assignments, 23 per pilot

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



## **HUDSON RIVER PILOTS ASSOCIATION SHIP ASSIGNMENTS:**

2018 - 552 ship assignments, 79 per pilot  
2017 - 548 ship assignments, 69 per pilot  
2016 - 560 ship assignments, 70 per pilot

## **TOTAL STATE PILOTAGE ASSIGNMENTS; ALL PILOTAGE DISTRICTS:**

2018 –12,016 total system assignments  
2017 - 11,242 total system assignments  
2016 - 12,199 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 examination of Sandy Hook, Hudson River and Long Island Sound Pilots for original licenses and any extensions of route.

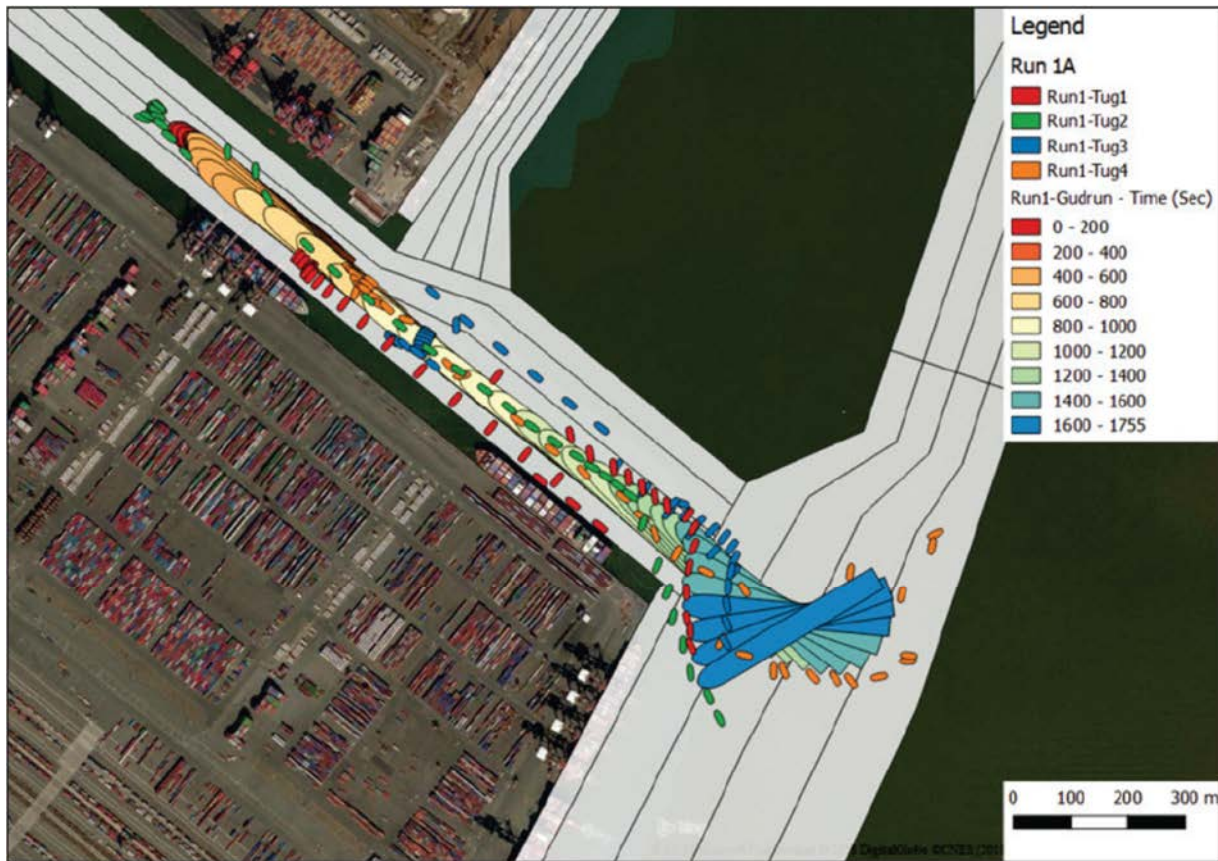
The qualifications for entrance into the State pilot system are rigorous. Sandy Hook apprentice pilots require at least five years in the apprentice training program riding 1,000 vessels. Hudson River Pilots-in-Training are required to have a minimum 1,600 gross ton mate or a master's credential with 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 Advanced Pilot Training Program ensures that New York State pilots are the best trained, equipped and informed professionals in the nation. The training program, which is regularly reviewed and upgraded, provides continuing education seminars, including for example:

- Development of "Best Practices" for harbor pilotage of Ultra-Large and Super Ultra-Large container vessels at the Maritime Institute of Technology and Graduate Studies (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, as well as 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 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 their work and their lives in a State pilotage system, which operates twenty-four hours a day in all weather conditions.



## STATE PILOT OPERATIONAL BASES AND FLOATING EQUIPMENT

Thirteen ocean-going 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, R.I. serving New York waters of eastern Long Island Sound/Block Island Sound, Point Judith and Montauk Point (subject to weather and draft limitations);
- 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 is currently authorized and in use in the State pilot system:

PILOT BOAT	LENGTH OVERALL	BUILT	STATUS	STATION
NEW YORK	182	1972	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
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

## MARINE CASUALTIES AND INCIDENTS

The Board investigates marine casualties pursuant to the New York State Navigation Law. The Board leads 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 were closed in 2018.

DATE OF INCIDENT	VESSEL	NATURE OF INCIDENT
October 4, 2017	M/V WUCHANG	Allision
January 3, 2018	M/V ZIM GENOVA	Loss of Propulsion
January 29, 2018	M/V MAERSK MEMPHIS	Loss of Main Engine
February 18, 2018	M/V BRAVO	Loss of Propulsion
March 3, 2018	M/V BULK PROGRESS	Loss of Main Engine
March 5, 2018	M/V APOLLO BULKER	Loss of Propulsion
March 19, 2018	M/V GLOVIS CARDINAL	Loss of Propulsion
April 2, 2018	M/V RICKMERS SEOUL	Loss of Propulsion
April 25, 2018	M/V KAMARIN ULSAN	Loss of Main Engine
April 28, 2018	M/V YM UNIFORMITY	Loss of Main Engine
June 26, 2018	M/V CONSTANTINOS P	Loss of Propulsion
July 5, 2018	M/V DONNINGTON	Allision
July 9, 2018	M/V BOTAFOGO	Loss of Propulsion

<b>DATE OF INCIDENT</b>	<b>VESSEL</b>	<b>NATURE OF INCIDENT</b>
July 14, 2018	M/V BIRK	Allision
July 21, 2018	M/V MSC ANGELA	Loss of Propulsion
July 31, 2018	M/V LINDSAYLOU	Loss of Propulsion
August 12, 2018	M/T MAERSK BEAUFORT	Loss of Main Engine
August 28, 2018	P/V CARNIVAL HORIZON	Allision
September 11, 2018	M/T PALANCA SINGAPORE	Loss of Propulsion
September 11, 2018	MOTOR YACHT KISSES	Touched Bottom
September 20, 2018	M/V EQUINOX STAR	Engine Malfunction
September 22, 2018	M/V GOTLAND	Engine Malfunction
October 8, 2018	M/T FENG HUANG AO	Hard Landing by Tugboat
October 10, 2018	M/V SAFEMARINE MAFADI	Loss of Propulsion
October 26, 2018	M/V NORD SUMMIT	Loss of Propulsion
November 9, 2018	M/V RICKMERS SINGAPORE	Surge Damage
December 13, 2018	M/V JENNEFER SCHEPERS	Loss of Propulsion

## 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.

## CONSTRUCTION PROJECTS

The Board notes the status of the following infrastructure improvements which help contribute to the Port's competitiveness and efficiency.

### **Goethals Bridge Replacement:**

The first of the two new spans (eastbound) opened to vehicle traffic in June 2017, at which time the original bridge was closed. Deconstruction of the original bridge commenced in July 2017. The new second span (westbound) opened in 2018.

### **Tappan Zee Bridge:**

On the Hudson River, deconstruction of the Tappan Zee Bridge continued through 2018, having been replaced by the Mario M. Cuomo Bridge.

## **RELATIONSHIPS WITH THE UNITED STATES COAST GUARD, MARITIME INDUSTRY AND OTHER GOVERNMENT AGENCIES**

On 19 June 2018, the Board met with the officers of the Board of River Pilot Commissioners for the Port of New Orleans. Also, in attendance were the Presidents of the New York Sandy Hook Pilots Association and the Hudson River Pilots Association. Topics of discussion included apprentice and pilot training, accident investigation procedures, continuing education, compulsory pilotage of foreign flag yachts and foreign flag public vessels not engaged in trade, cruise ship masters docking and undocking their vessels, and the role of the compulsory state pilot.

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 of New York, 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/New Jersey, 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 partners in the port regions.



**THE NEW YORK HARBOR OPERATIONS AND SAFETY COMMITTEE  
AND  
NEW YORK AND LONG ISLAND SOUND AREA MARITIME SECURITY COMMITTEES**

The committees, chartered by the United States Coast Guard, with a diverse membership within the Port of New York and Long Island Sound maritime communities, meet regularly to discuss important maritime industry-government issues affecting port and waterway operations, safety and security. The Board's Executive Director, Frank W. Keane, serves as a member and Board representative. The Committees have played key roles in tackling complex issues and in helping to find practical ways to approach and solve operating and safety problems as advisors to the United States Coast Guard.

**PILOTAGE RATES**

Rates for regulated vessels are determined by the Legislature for vessels arriving at or departing from the Port of New York/New Jersey, the Long Island Sound/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;
- Hudson River Pilot Station and Communications Fee: Implemented in 1998, reviewed/adjusted annually;
- Long Island Sound/Block Island Sound pilot boat fuel surcharge: Implemented in 2006, adjusted quarterly.

State pilotage revenues for vessels in international trade, arriving from or departing for sea, are earned from statutory pilotage fees paid by vessels according to terms and tariffs established by the Legislature under authority of the New York State Navigation Law and by the Board, as described above. No subsidies are received, or are any tax revenues used, by New York State licensed pilots. Pilotage fees are established by the Legislature for entry into and departure from the ports, and by the Board for supplemental services such as docking, undocking and intra-port movements. In 1999, the Legislature enacted variable rate surcharges which provide for the cost recovery of certain investments in durable capital equipment, such as pilot boats and electronic navigation equipment in the Port of New York/New Jersey and for the recovery of certain operating cost expenditures for pilot boats, pilot stations and communications equipment on the Hudson River. In 2000, the Legislature began to authorize multi-year general tariff increases for vessels bound to and from sea in the Port of New York/New Jersey and the Hudson River. Rates for supplemental pilotage services are established by the Board under authority of the New York State Navigation Law.



- **SUMMARY OF PORT OF NEW YORK/NEW JERSEY LEGISLATIVE RATE AUTHORIZATIONS:**

- 2018 - 1% pilotage rate adjustment\*
- 2019 - 1% pilotage rate adjustment
- 2020 - 2% pilotage rate adjustment
- 2021 - 2% pilotage rate adjustment
- 2022 - 3% pilotage rate adjustment

**HUDSON RIVER:** 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 will determine the rate of the surcharge necessary to fund retirement benefits for active Hudson River Pilots. The rate for the first sixty months was set by legislation, as follows:

- 2016 - 8.0% pension surcharge
- 2017 - 2.0% pilotage rate adjustment, 3.5% pension surcharge
- 2018 - 2.0% pilotage rate adjustment, 2.5% pension surcharge
- 2019 - 1.5% pilotage rate adjustment, 2.0% pension surcharge
- 2020 - 1.5% pilotage rate adjustment, 1.5% pension surcharge

**LONG ISLAND SOUND/BLOCK ISLAND SOUND:** The Long Island Sound is boundary waters with the State of Connecticut. Pilotage rates in Connecticut are determined by the Connecticut Port Authority upon recommendation by the Connecticut Pilot Commission, and in New York by the Legislature. General rate increase legislation was introduced in New York State in conjunction with proposals made to the Connecticut Pilot Commission and Connecticut Port Authority in 2017. The legislation passed the New York State Assembly and Senate during the 2017 legislative session and was signed by the Governor on 23 October 2017. The general rate increase was approved by the Connecticut Port Authority in March 2018.

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

- 2018 - \$8.95 per pilotage unit
- 2019 - \$9.04 per pilotage unit
- 2020 - \$9.22 per pilotage unit
- 2021 - \$9.40 per pilotage unit
- 2022 - \$9.68 per pilotage unit

\*Includes a surcharge, effective 1 January 2018, on vessels above 1,650 pilotage units.

## CONCLUSION

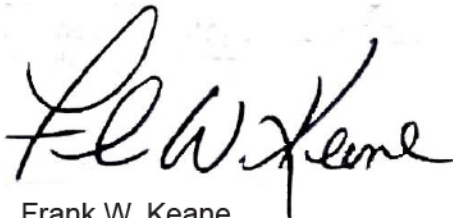
With approximately ninety percent of the State's population living within ten miles of waterways, the safe conduct of a ship's navigation, passage into the State's ports, and protection of the environment while in State pilotage waters, are key mission requirements of the State pilot system.

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.

**Web Site:** The Board of Commissioners of Pilots of the State of New York maintains a web site, which can be found at: [www.bdcommpilotsny.org](http://www.bdcommpilotsny.org), where information regarding the Board, its mission and operations can be obtained. Also included in the links section is a short video presentation on pilot operations. Readers are invited to visit the site. Links to other useful maritime informational sites and government agencies are also included.

The Board welcomes inquiries regarding the State pilotage system.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "F. W. Keane". The signature is fluid and cursive, with the first letters of each name being capitalized and prominent.

Frank W. Keane  
Secretary and Executive Director  
Board of Commissioners of Pilots of the State of New York

**NEW YORK**  
**SANDY HOOK PILOTS AS OF 31 DECEMBER 2018**  
**John J. DeCruz, President**

---

Drew T. Barry  
Robert J. Blake, Jr.  
John J. DeCruz  
Robert M. Dobrowolski  
Robert J. Dreher  
Stephen E. Feminella  
Andrew E. Glassing  
Matthew P. Haley  
Edward S. Ireland, Jr.  
Cornelius H. Keating  
Thomas G. Knierim, Jr.  
Camilo A. Lugo  
James H. Mahlmann\*  
Charles J. Mayrer, Jr\*\*  
John L. McCarthy  
Robert T. Miller  
Kevin J. McNamara

Teague R. Murphy\*\*  
Timothy M. Murray\*  
Timothy G. Newman\*\*  
Brian R. O'Leary\*  
Joshua J. Pieterse\*\*  
Christopher J. Pitfick  
Christine M. Razukas\*  
Dennis R. Sherwood  
Wyatt A. Smith  
Gregory J. Stem  
Thomas F. Sullivan  
James B. Tuthill  
Jeffrey J. Tuthill  
Karl J. Uhrig  
Dominic C. Vitolo, III  
Thomas P. Walsh  
William F. Wood

**NEW YORK**  
**LONG ISLAND SOUND/BLOCK ISLAND SOUND PILOTS**  
**AS OF 31 DECEMBER 2018**  
**Sean P. Bogus, President – Northeast Marine Pilots/Sound Pilots**  
**Paul Costabile, Executive Director – Northeast Marine Pilots/Sound Pilots**

---

Richard C. Astles  
Sean P. Bogus  
David A. Gray  
Dale T. Harper (Pilot in Training)  
Vincent C. Kirby

Ernest Howard McVay, Jr.  
Peter G. Rooss\*\*\*  
Adam T. Sanford  
Clinton L. Walker

\* Also a Long Island Sound/Block Island Sound Pilot

\*\* Also a Hudson River Pilot (Lower Half)

\*\*\* Also a New Jersey Sandy Hook Pilot

**NEW YORK  
HUDSON RIVER PILOTS  
AS OF 31 DECEMBER 2018  
Ian T. Corcoran, President**

---

Paul C. Chevalier  
Ian T. Corcoran\*  
Stephen J. Doherty

Robert S. Ireland\*\*  
Nils A. Tribus\*\*  
Semuel L. Zapadinsky

---

**NEW YORK/NEW JERSEY  
SANDY HOOK PILOT APPRENTICES  
AS OF 31 DECEMBER 2018  
Christopher Maglin, Director of Operations**

James P. Britton (N.J.)  
Scott T. Britton (N.J.)  
Robert Flannery III (N.J.)  
Kiersten E. Healy (N.Y.)  
Andrew J. Parkis (N.Y.)

Joseph R. Reinbold (N.Y.)  
Peter G. Rooss Jr. (N.J.)  
Russell P. Stuebe II (N.Y.)  
Daniel E. Sullivan (N.Y.)

---

**NEW YORK/NEW JERSEY STOPPED-UP APPRENTICES  
(COMPLETED APPRENTICESHIP, NOW RIDING SHIPS  
WHILE PREPARING FOR STATE LICENSE EXAMINATION)  
AS OF 31 DECEMBER 2018**

Aldean L. Codling (N.Y.)

---

\* Also a New York Sandy Hook Pilot

\*\* Also a New Jersey Sandy Hook Pilot



Lucienne C. Bulow, Comr., Russell J. Johnson Comr., Frank W. Keane, Exec. Director, James E. Mercante, President, Richard J. Hendrick, Sr., Comr., Andrew J. Garger, Comr., Jo-Ann Loftus, Office Administrator, Carmine F. Ragucci, Comr.

This 2018 Annual Report has been prepared, and is respectfully submitted, by:

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

James E. Mercante, Commissioner and President, serving since 7/12/94  
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)

Carmine F. Ragucci, Commissioner, serving since 2/1/00  
B.Sc., United States Merchant Marine Academy  
Founder and Former CEO, Howland Hook Container Terminal Inc. (Retired)  
Chairman, Worldwide Terminals LLC

Lucienne C. Bulow, Commissioner, serving since 4/4/00.  
B.A. Hunter College; M. Phil., Ph. D., Yale University  
President, Interactive Maritime Services  
Maritime Arbitrator and Mediator

Russell J. Johnson, Commissioner, serving since 5/3/03  
B.Sc., SUNY Maritime College, Fort Schuyler, New York  
Sr. Vice President, Navigators Management Co.

Richard J. Hendrick, Sr., Commissioner, serving since 7/14/09  
General Manager, Albany Port District Commission

Andrew J. Garger, Commissioner, serving since 6/1/15  
B.Sc., United States Merchant Marine Academy  
J.D. New York University School of Law  
Adjunct Professor, U.S. Merchant Marine Academy at Kings Point

---

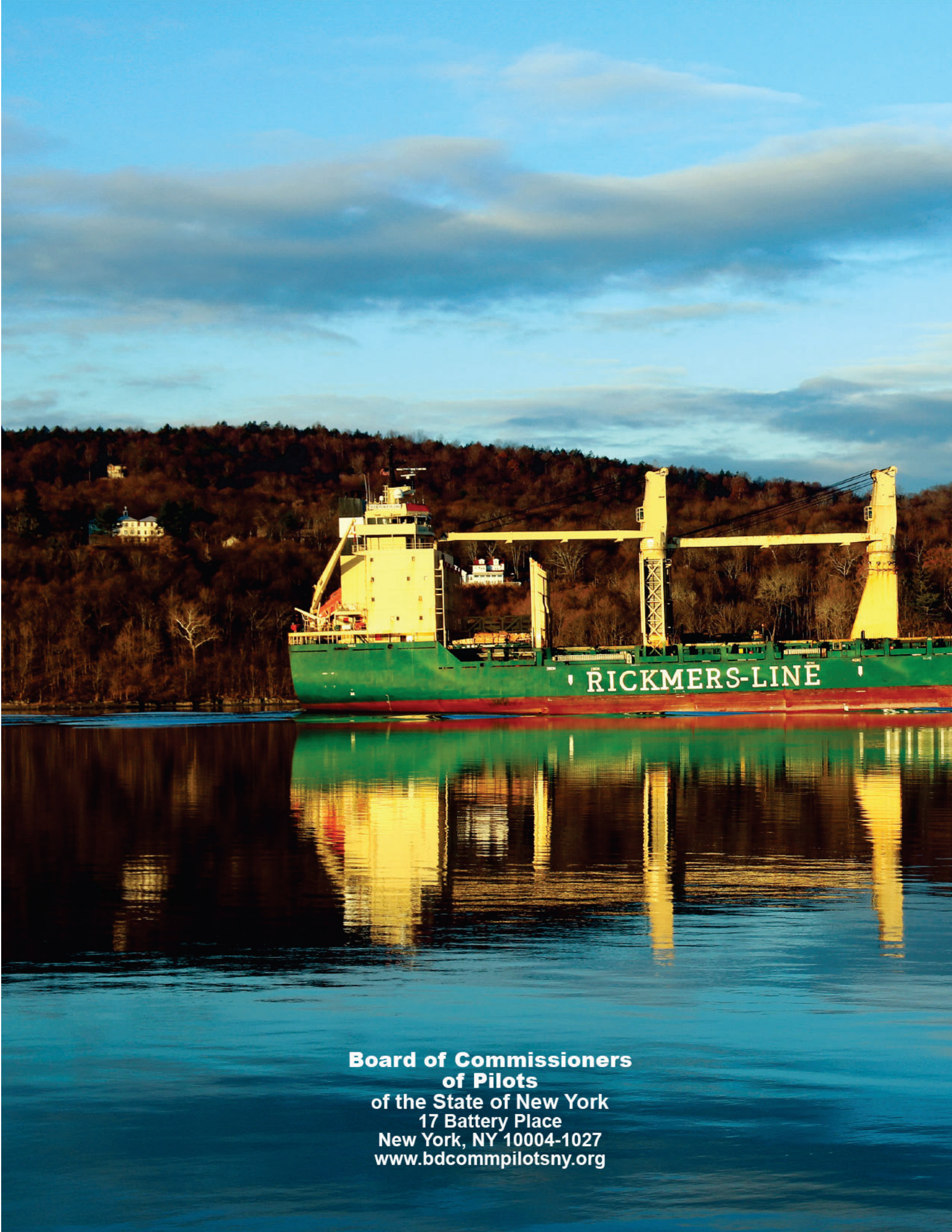
Frank W. Keane, Secretary/Executive Director  
B.Sc., SUNY Maritime College, Fort Schuyler, New York  
Board of Commissioners of Pilots of the State of New York

Jo-Ann Loftus, Office Administrator  
Board of Commissioners of Pilots of the State of New York

Distribution:

Honorable Andrew M. Cuomo, Governor, State of New York  
Honorable Rossana Rosado, 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/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 Attorneys  
State of Rhode Island, Board of Commissioners of Pilotage  
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 – Dir. of Ops.  
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 Com  
United States Coast Guard, Captain of the Port, Sector New York – Sector Com  
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.





**Board of Commissioners  
of Pilots**  
of the State of New York  
17 Battery Place  
New York, NY 10004-1027  
[www.bdcommpilotsny.org](http://www.bdcommpilotsny.org)