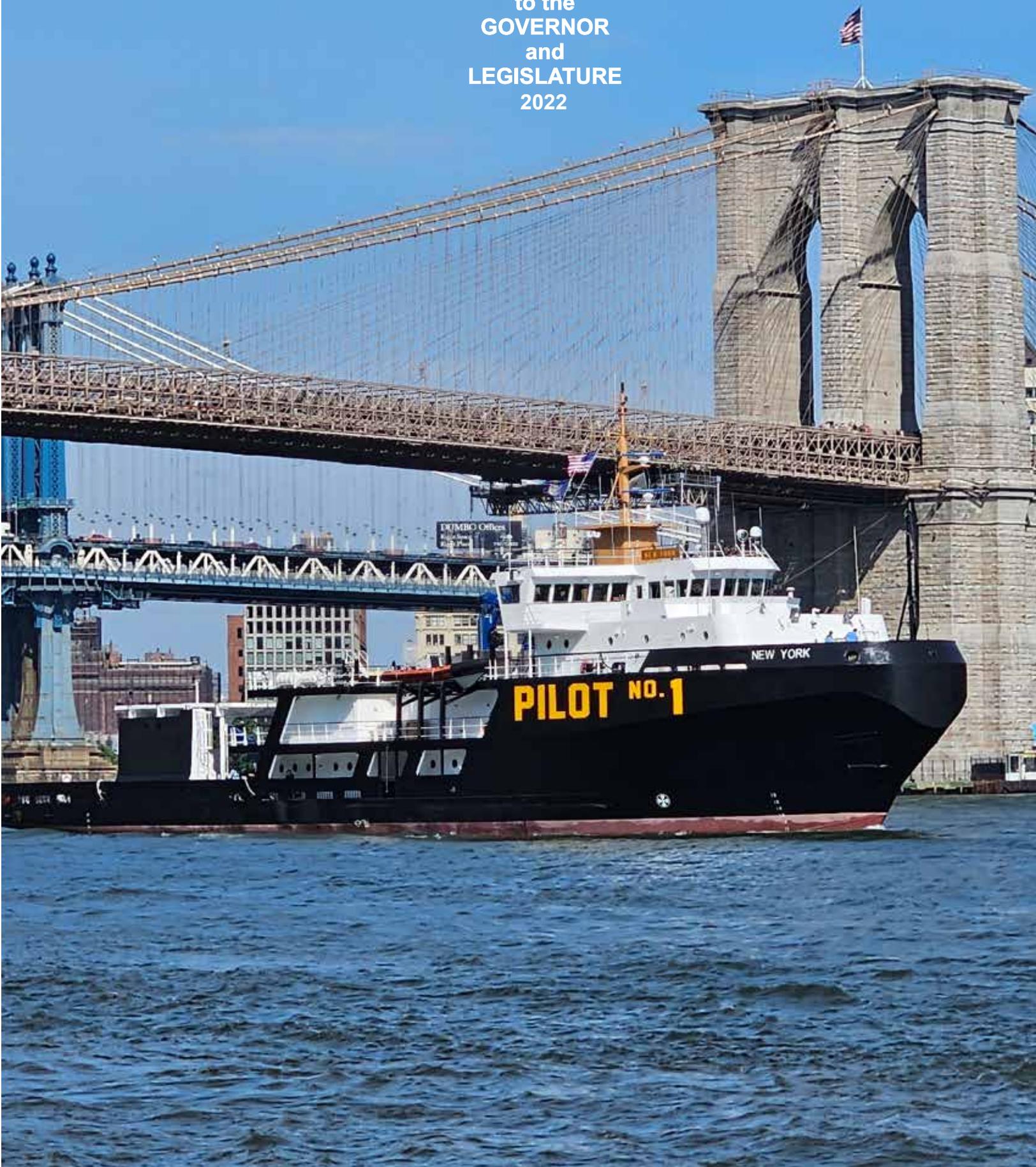


BOARD OF COMMISSIONERS OF PILOTS
OF THE STATE OF NEW YORK

ONE HUNDRED SIXTY-NINTH ANNUAL REPORT

**to the
GOVERNOR
and
LEGISLATURE
2022**





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TO THE
GOVERNOR AND LEGISLATURE
2022**

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CREDITS:

Photographs 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 and Craig Diamond, Unique Printing & Stationery Co.

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 169th 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.

While there were still challenges in 2022 in the Port of New York/New Jersey and other New York State pilotage waters, including the Long Island Sound, Block Island Sound and the Hudson River, due to the ongoing COVID-19 pandemic, the Board continued its work without interruption by holding its weekly meetings, both in person and virtually. Similarly, the New York State Pilots continued their essential work in keeping commerce flowing by boarding and piloting commercial ships into and out of New York State pilotage waters during a year when the Port of New York experienced record levels of cargo traffic. While other ports struggled with severe levels of congestion due to unwanted delays and reliability issues, the Port of New York avoided these problems, in larger part because of investments made well before the pandemic in dredging of local waterways and raising the Bayonne Bridge to accommodate larger ships.

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. The Board's related issues include legislation, environmental, navigation safety and security, conducting accident investigations and hearings, issuance of Board Policies and Procedures, and monitoring the condition of vessels and equipment used by the pilots to provide safe, round-the-clock service to commercial ships entering and departing New York and its Boundary waters.

Very respectfully,

Board of Commissioners of Pilots of the State of New York



President

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

PORT & PILOT COMMISSION SUMMARY

The Port of New York ranks among the world's great seaports. It is the largest port on the eastern seaboard and the 3rd largest in the United States by volume. It's a paradox that technological advancement and ever-increasing size, capacity, and tonnage of ships has highlighted, not diminished, 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. Global standards for crew size, language barriers, standards of crew training, licensure, certification, and security vary. The State pilot must take such factors 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 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. Early references to pilotage can be found in the Bible and Homer's Iliad. Pilots provide the unrivaled local knowledge necessary to safely navigate ocean-going 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 is a public agency, 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 the selection of apprentices and pilots-in-training, examination for an original license and any extension of pilotage routes, annual license renewals, accident investigation and disciplinary actions, safety of navigation issues, protection of the environment, and of utmost importance, the security of our ports and waterways. 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 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 annual vision and medical exam results. The Board routinely interviews the pilots and apprentices, and conducts surveys on safety, security, and educational matters. The Board provides grants for advanced pilot education and training. Board members also participate in hearings, 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/New Jersey, the Long Island Sound/Block Island Sound, and the Hudson River District in 2022 are summarized in the ship traffic statistics below:

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

2022 - 10,375
2021 - 10,337
2020 - 9,051
2019 - 10,818

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.

Port of New York/New Jersey:

Vessel Traffic Increased/Decreased in 2022 as follows:

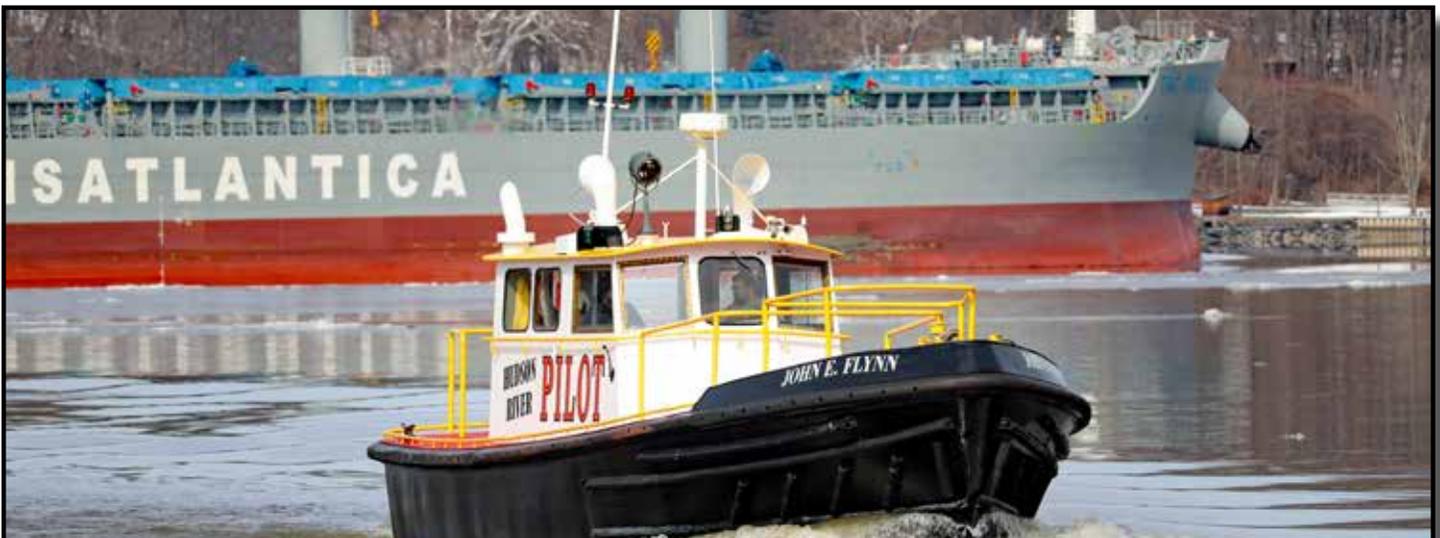
Passenger:	(+) 219
Container/RoRo:	(+) 51
General Cargo:	(-) 5
Vehicle Carriers:	(-) 23
Tankers:	(-) 118

Number of Pilots:

Sandy Hook: In 2022, there were 63 active Sandy Hook Pilots serving the Port of New York/New Jersey, with one Sandy Hook Pilot also cross-assigned to the Hudson River.

Hudson River: There were five 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: In 2022, there were nine Full Branch Pilots licensed to serve 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:

Two pilots retired in 2022 from the New York Sandy Hook Pilots' Association, KARL J. UHRIG and DREW T. BARRY. The Board extends its appreciation to these pilots for their dedicated service and wishes them Fair Winds and Following Seas in retirement.

APPRENTICES:

There are seven New York and five 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 2022, Timothy J. McNamara (NY), Robert L. Oldmixon (NJ), and Roy G. Shaw IV (NY).

Apprentice Pilots also serve as masters and/or navigation watch officers on the Pilot Boats NEW YORK and NEW JERSEY, and as motorboat launch operators to and from the pilot station including arriving and departing ships at sea as part of their apprenticeship.

SHIP MOVEMENTS AND ASSIGNMENTS:

PORT OF NEW YORK/NEW JERSEY SANDY HOOK PILOTS

NUMBER OF SHIP MOVEMENTS AND TRANSPORTS:

2022 – 9,654 ship assignments, 184 per pilot
2021 – 9,563 ship assignments, 177 per pilot
2020 – 8,519 ship assignments, 144 per pilot
2019 – 10,148 ship assignments, 166 per pilot

PORT OF NEW YORK/NEW JERSEY SANDY HOOK PILOTS

ACTIVITY ANALYSIS; TOTAL NUMBER OF PILOT ASSIGNMENTS*

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
2019 – 11,707 total pilot assignments, 192 per pilot

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

LONG ISLAND SOUND /BLOCK ISLAND SOUND

NEW YORK LICENSED PILOTS SHIP ASSIGNMENTS:

2022 – 283 ship assignments, 26 per pilot
2021 – 311 ship assignments, 28 per pilot
2020 – 204 ship assignments, 24 per pilot
2019 – 250 ship assignments, 21 per pilot

HUDSON RIVER PILOTS ASSOCIATION SHIP ASSIGNMENTS:

2022 – 438 ship assignments, 80 per pilot
2021 – 419 ship assignments, 84 per pilot
2020 – 414 ship assignments, 75 per pilot
2019 – 420 ship assignments, 70 per pilot

TOTAL STATE PILOTAGE ASSIGNMENTS; ALL PILOTAGE DISTRICTS:

2022 – 12,225 total system assignments
2021 – 12,159 total system assignments
2020 – 10,337 total system assignments
2019 – 12,375 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 and other instruction addressing the following:

- In 2020, the Board was awarded a Port Security Grant that funded the continued development of a Pilot Security Training Course at the Maritime Institute of Technology and Graduate Studies (MITAGS) addressing an active shooter/hostile event situation aboard a vessel, emergency communications, and vessel security. This MITAGS course was suspended during the COVID-19 pandemic and resumed in 2022.
- 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 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

Fourteen 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, Rhode Island serving New York waters of eastern Long Island Sound/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 2022:

<u>PILOT BOAT</u>	<u>LENGTH</u> <u>Overall</u>	<u>BUILT</u>	<u>STATUS</u>	<u>STATION</u>
The new NEW YORK	208	1993 (REBUILT 2022)	In service	New York Harbor
NEW YORK	182	1972	Retired	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 Pilot Boat 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 Pilot Boat 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 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.

The P/B NEW YORK will fit the Sandy Hook Pilots' needs for a safe and seaworthy station keeping platform that has been part of their history since 1694. The new pilot boat went into service in 2022.

In addition to welcoming its new P/B NEW YORK, the Sandy Hook Pilots will retire its predecessor, also named 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 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 either occurred in or were closed in 2022.

DATE OF INCIDENT	VESSEL	NATURE OF INCIDENT
December 9, 2022	M/V AMIS TREASURE	Loss of Propulsion
December 8, 2022	SSI TRIUMPH	Engine Equipment Failure
November 17, 2022	M/V HAMMONIA BALTICA	Engine Equipment Failure
November 8, 2022	M/V GSL TRIPOLI	Loss of Propulsion
November 6, 2022	M/V SELMER	Loss of Propulsion
November 2, 2022	M/V SELMER	Loss of Propulsion
October 7, 2022	M/V MSC DON GIOVANNI	Loss of Propulsion
August 20, 2022	M/V SCOT HAMBURG	Engine Equipment Failure
July 28, 2022	M/V BBC CAMPANA	Navigation Equipment Failure
May 11, 2022	M/V CB PACIFIC	Loss of Power
April 28, 2022	M/V OLEANDER	Dock Allision
February 21, 2022	M/V NAVIG8 GALLANTRY	Loss of Propulsion
January 25, 2022	M/V TORM LOTTE	Loss of Power
January 13, 2022	M/V SIIRT	Loss of Propulsion
December 19, 2021	M/V MSC TAVVISHI	Loss of Propulsion
December 10, 2021	M/T HAFNIA LOTTE	Loss of Astern Propulsion
December 10, 2021	M/V SOFIA	Loss of Propulsion
October 17, 2021	SSI MARVELOUS	Delayed Sailing

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.

PILOTAGE LEGISLATION

In addition to the large number of ocean-going commercial vessels that transit the waters of New York Harbor, Long Island Sound, Block Island Sound and the Hudson River, there are also numerous recreational vessels and yachts that transit these waters. After reviewing the applicable statutory requirements for these vessels, the Board proposed legislation during the 2019 New York State legislative session to amend the New York State Navigation Law by exempting recreational vessels of less than 200 feet overall in length from compulsory state pilotage at the Board's discretion. The legislation, passed by the New York State Assembly and Senate, was signed into law on 6 December 2019. The Legislation aligns New York law with New Jersey, Connecticut, and Rhode Island law relative to the issue of foreign flag yacht/recreational vessel compulsory pilotage under state law.

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/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 partners in the port regions. During 2022, the Board worked with the U.S. Coast Sector New York and U.S. Coast Guard Sector Long Island Sound on various issues including pilot safety and training of pilots.

**THE NEW YORK HARBOR SAFETY, NAVIGATION AND OPERATIONS 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 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, 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/NEW JERSEY LEGISLATIVE RATE AUTHORIZATIONS:

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 will determine the rate of the surcharge necessary to fund retirement benefits for active Hudson River Pilots after 2020. In 2022, rate legislation was passed that provided for pilotage rate adjustments. The pilotage rate adjustments and pension surcharges are as follows:

2023 - 3% pilotage rate adjustment, 10% pension surcharge (effective July 1, 2023)
2024 - 3% pilotage rate adjustment
2025 - 3% pilotage rate adjustment
2026 - 3% 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 2022
John J. DeCruz, 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
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 C. 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 2022
Richard C. Astles, President – Northeast Marine Pilots/Sound Pilots
Christopher Murray, Executive Director – Northeast Marine Pilots/Sound Pilots**

Richard C. Astles
Sean P. Bogus
David A. Gray
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 2022
Ian T. Corcoran, President**

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

Kevin F. Mullins
Nils A. Tribus **
Semual 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 2022
Christopher Maglin, Director of Operations**

Luke J. Carrick (N.J.)
Zachary C. Dietrich (N.J.)
James J. Hasson (N.Y.)
Kiersten E. Healy (N.Y.)
Timothy J. McNamara (N.Y.)
Robert L. Oldmixon (N.J.)

Michael V. Pino (N.Y.)
Joseph K. Reinbold (N.Y.)
Peter G. Rooss, Jr. (N.J.)
Kyle G. Sammis (N.J.)
Roy G. Shaw IV (N.Y.)
Jesse L. Wynn (N.Y.)

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.

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 Administrator; Joseph F. Ahlstrom, Comr.

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



This 2022 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

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 Unlimited, US Merchant Marine

Professor, SUNY Maritime College

WILLIAM M. ROWLAND, Commissioner

B.Sc., United States Merchant Marine Academy

Vice President, Somp International

JEFFREY C. LOECHNER, Commissioner

B.Sc., United States Merchant Marine Academy

Vice President, Somp International

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

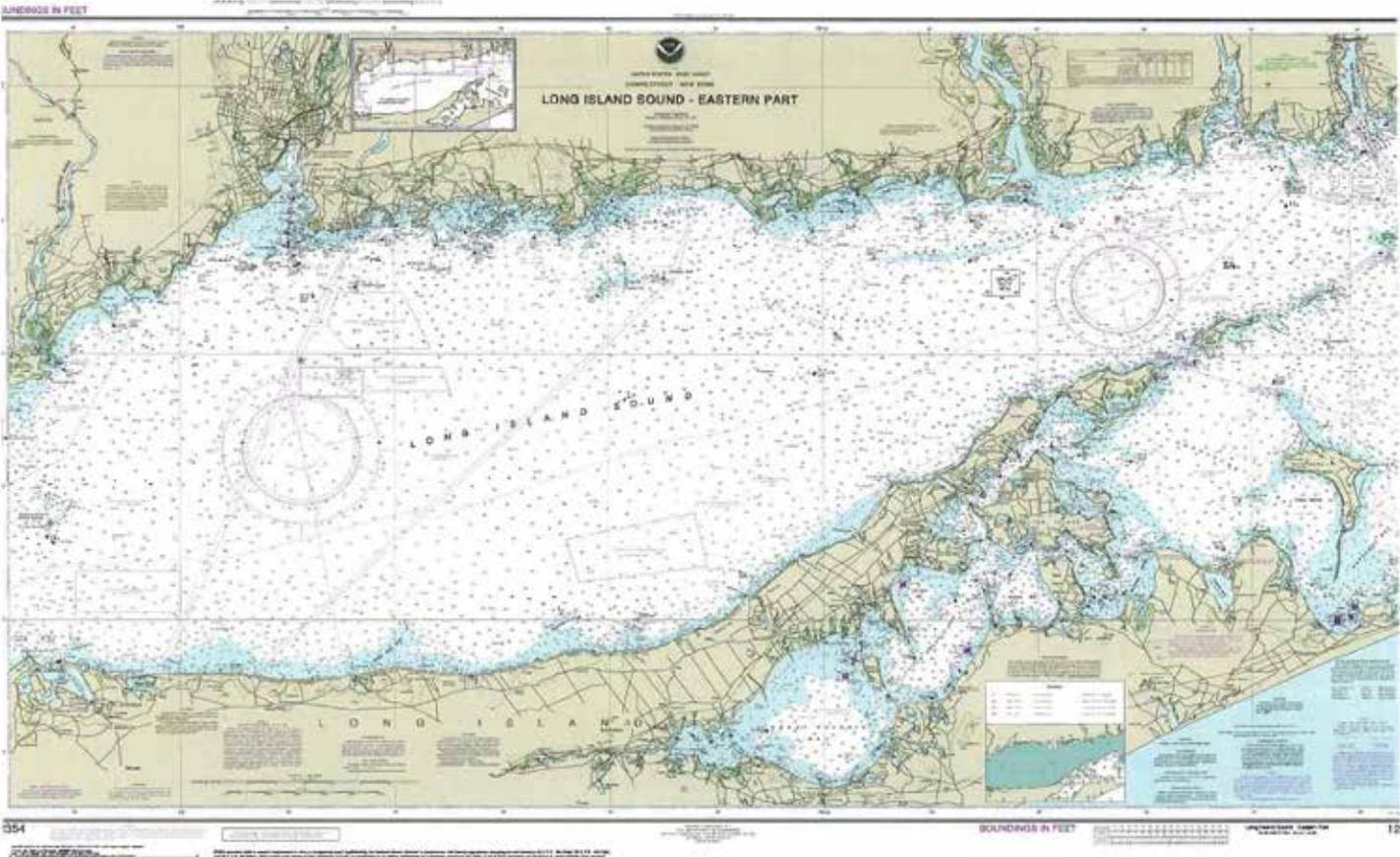
JENNIFER GILLOOLEY, Office Administrator

Board of Commissioners of Pilots of the State of New York

Distribution:

Honorable Kathy Hochul, Governor, State of New York
Honorable Robert J. Rodriguez, 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 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.

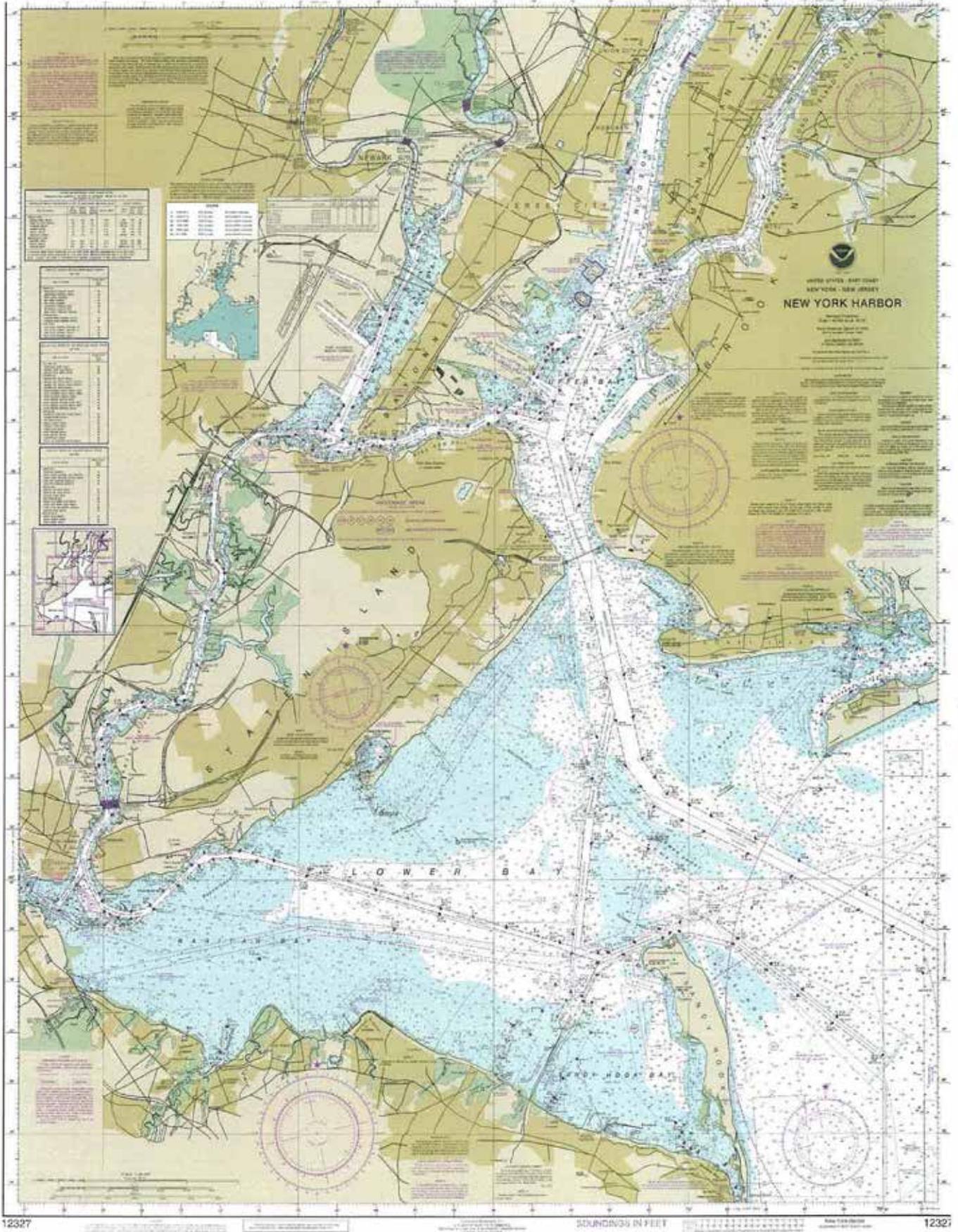
New York State Pilotage Waters – Long Island Sound/Block Island Sound



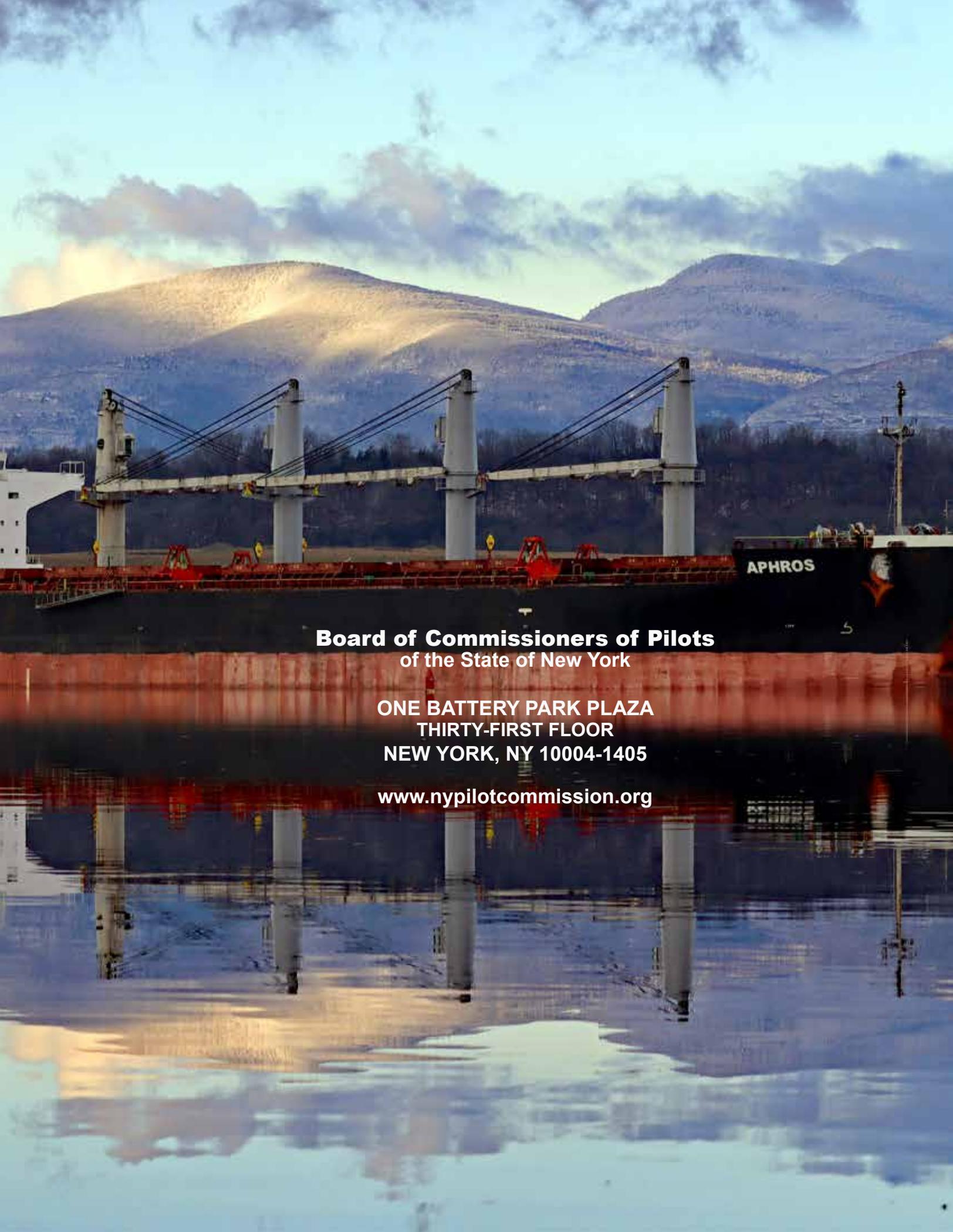
Tanker transiting the Long Island Sound



New York State Pilotage Waters – New York Harbor







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

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