



BOARD OF COMMISSIONERS OF PILOTS
OF THE STATE OF NEW YORK

ONE HUNDRED SEVENTY SECOND ANNUAL REPORT
to the
GOVERNOR
and
LEGISLATURE

2025



Bulk vessel transiting Hudson River.



Tank vessel transiting Ambrose Channel, NY.

BOARD OF COMMISSIONERS OF PILOTS

OF THE STATE OF NEW YORK

ONE BATTERY PARK PLAZA

THIRTY-FIRST FLOOR

NEW YORK, NY 10004-1405

T: 212-425-5027

The Honorable Kathy Hochul
Governor, State of New York

The Honorable Members of the Legislature
The State of New York

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

This 172nd 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 the Pilotage activities of New York State licensed Pilots serving the Ports of New York and New Jersey, Long Island Sound, and the Hudson River. These Pilots play a vital role in ensuring the safe, secure, and efficient movement of vessels through one of the Nation's most significant marine transportation systems. 2025 was an exceptionally strong year for New York State Pilotage. The Port of New York and New Jersey remained the busiest port on the East Coast, serving as a critical gateway for all sectors of the maritime industry. Vessel activity at the Port of Albany reached record levels, driven in large part by heavy-lift and specialized operations associated with the Champlain Hudson Power Express (CHPE) project and the handling of more than 150 offshore wind components. In 2025, New York State Pilots oversaw 12,914 vessel movements and assignments involving 365,000 automobiles, 2.3 million passengers on 327 cruise ships, 4.9 million containers, the highest volume of refined petroleum in the country, and more than 3 million metric tons of bulk cargo. These record levels of activity reflect the maritime industry's continued confidence in the reliability and efficiency of the New York State Pilotage System. New York State Pilot performance remains exemplary. There were only eight documented minor incidents in 2025 with none resulting in any vessel damage, environmental impact, or disruption to the Port.

Looking ahead to July 2026, the Port of New York and New Jersey will host Sail4th 250, the Nation's premier maritime celebration marking the 250th anniversary of the United States. Scheduled for July 3–8, the event will bring together an unprecedented fleet of international tall ships, U.S. and allied naval vessels, and numerous public and private vessels in New York Harbor, making it the largest gathering of its kind in modern U.S. history. Featuring a Parade of Sail, International Naval Review, public ship tours, and air displays, the event will require extensive interagency coordination across all maritime stakeholders. New York State Pilots will be essential to the event's success by ensuring the safe movement and coordination of vessels throughout the harbor while maintaining uninterrupted continuity of port operations.

This Annual Report outlines the Board's responsibilities and activities over the past year, including the licensing and regulation of New York State Pilots and Pilot Apprentices, the management of Pilotage rates and ensuring an adequate number of licensed pilots to provide safe, continuous service. The Board also engages in legislative and regulatory matters, environmental stewardship, navigation safety and security, marine casualty investigations, administrative hearings and the development of Board policies and procedures.

Very respectfully,

Board of Commissioners of Pilots of the State of New York


James E. Mercante
President

Commissioners Richard Hendrick, Sr., Joseph Ahlstrom, William Rowland,
Jeffrey Loechner, Bethann Rooney

ONE HUNDRED SEVENTY SECOND ANNUAL REPORT
TO THE
GOVERNOR AND LEGISLATURE
2025

PORT & PILOT COMMISSION SUMMARY

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The Port of New York and New Jersey is the largest container port on the East Coast and the second largest in the Nation by cargo volume. The ever-increasing size, capacity, and operational complexity of vessels calling on New York ports continue to test and challenge the Pilotage System. The largest class of container ships calling on New York ports are referred to as Super Ultra Large Container Vessels (SULCVs) and can carry up to 20,000 twenty-foot equivalent units (TEUs). They now transit New York waters and represent a critical component of the East Coast supply chain. With drafts approaching 50 feet, overall lengths exceeding 1,200 feet, and heights surpassing 18 stories above the waterline, these ships operate with virtually no margin for error in one of the Nation’s most congested and environmentally sensitive waterways. On February 11, 2025, the arrival of the OOCL IRIS at Maher Terminals marked a significant milestone for the Port. The 16,828 TEU vessel is the largest container ship to call on the Port of New York and New Jersey to date. This achievement underscores both the continued growth of the Port and the exceptional skill required of New York State Pilots. The safe navigation of vessels of this scale, in close proximity to some of the Nation’s most important maritime critical infrastructure, demands mastery of tides, currents, weather, traffic density, under-keel clearance, and complex shoreside coordination often under dynamic conditions and at all hours of the day and night.

State Pilots are compulsory pursuant to the Navigation Law of the State of New York. These highly trained and experienced maritime professionals are indispensable to the resiliency of the marine transportation system. Their expertise mitigates risk to life, property, the environment, and critical infrastructure while ensuring the continued safe and efficient flow of commerce through New York’s waters. The tradition of taking aboard a Pilot to guide oceangoing vessels to and from sea is a longstanding and essential maritime practice that dates back thousands of years. Pilots are specially trained professionals who provide a vital role during the safe navigation of ships operating within New York State waters, as well as the waters of Connecticut, New Jersey, and the boundary waters of Long Island Sound. Congress granted States the authority to regulate Pilotage of commercial vessels in Federal Law and regulation (46 USC 8501(A)) which 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, licensing, and regulation of State Pilots. The Board’s responsibilities have expanded over the years to include involvement in Apprentice selection and Pilots-in-training; administering State Pilot examinations for an original license and any extension of Pilotage routes; renewing licenses; investigating marine accidents, protecting the environment, and supporting the safety and security of the marine transportation system. 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. Each New York State Pilot license is renewed annually. Pilots personally appear before the Board where their training and work performance records are reviewed in conjunction with the State Pilot providing his or her annual vision and physical exam results. The Board also interviews Pilots and Apprentices on safety, security, and educational matters. In addition to licensing, the Board supports advanced education and continuing training opportunities for Pilots. Board members also routinely participate in seminars and conferences on Pilotage and navigational safety with the maritime industry, state, and federal agency representatives to exchange best practices, stay informed on regulatory developments, and promote maritime safety.

PHOTO CREDITS courtesy of Victoria Jackson Photography LLC; Captain James Mahlmann, President, New York Sandy Hook Pilots Association; Captain Kevin Mullins, President, Hudson River Pilots Association; Captain Brian O’Leary, Sandy Hook Pilots Association; Captain Nicolas Williams, Northeast Marine Pilots Association and Captain G. Justin Zizes Jr.

STATE PILOTAGE SYSTEM OPERATIONS AND STATISTICS

In 2025, State Pilots oversaw 9,515 vessel arrivals and departures throughout New York State’s Pilotage waters. These figures exclude U.S. Government and U.S. Military vessels, as well as ocean-going barge traffic and U.S.-flag vessels operating under enrollment, which are not subject to compulsory State Pilotage. Vessels entering and departing New York State waters represent a wide range of ship types, including container vessels, passenger vessels, tankers, general cargo vessels, and vehicle carriers.

New York State Pilots supported another 3,399 intra-harbor transits, cable laying operations and other vessel movements throughout New York’s Pilotage waters in 2025. These additional operations are essential to maintaining the safe and efficient movement of vessels in some of the Nation’s most congested waterways.

Number of Pilots:

Sandy Hook: In 2025, there were 67 Sandy Hook Pilots serving the Port of New York/New Jersey. 33 were licensed by New York with one New York Sandy Hook Pilot cross-assigned to the Hudson River.

Hudson River: In 2025, 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 seven Sandy Hook Pilots licensed for the lower Hudson River to assist during periods of increased vessel activity.

Northeast Marine Pilots: In 2025, there were 11 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. Six Sandy Hook Pilots are also licensed in the Long Island Sound/Block Island Sound as part of a Joint Pilot Rotation System implemented between the States of New York and Connecticut.

Apprentices: There are six 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. Two new Apprentice Pilots were registered in 2025 – Ryan L. Dashkoff (N.J.), SUNY Maritime (2019), and Gage P. Reamy (N.Y.), Massachusetts Maritime (2020).

For additional training, Apprentice Pilots serve as navigation watch officers on Pilot Boats NEW YORK and NEW JERSEY, and operate Pilot Launches to and from vessels and the offshore Pilot Station.



06 November 2025: Sunrise in Upper Bay, New York City.

1. SHIP MOVEMENTS AND ASSIGNMENTS FOR N.Y. & N.J. SANDY HOOK PILOTS:

2025 – 11,845 total pilot assignments, 208 per pilot
2024 – 11,276 total pilot assignments, 205 per pilot
2023 – 11,813 total pilot assignments, 218 per pilot

2. SHIP MOVEMENTS AND ASSIGNMENTS FOR LONG ISLAND SOUND /BLOCK ISLAND SOUND N.Y. LICENSED PILOTS:

2025 – 203 total pilot assignments, 20 per pilot
74 ship assignments (Sandy Hook Pilots), 15 per pilot
2024 – 222 total pilot assignments, 25 per pilot
72 ship assignments (Sandy Hook Pilots), 14 per pilot
2023 – 269 total pilot assignments, 26 per pilot

3. SHIP MOVEMENTS AND ASSIGNMENTS FOR HUDSON RIVER PILOTS ASSOCIATION:

2025 – 600 total pilot assignments, 133 per pilot
4 CHPE vessels, 157 days, 35 days per pilot
Sandy Hook Transport Pilots CHPE support: 35 days, 5 days per pilot
2024 – 416 total pilot assignments, 104 per pilot
77 ship assignments (Sandy Hook Transport Pilots), 15 per pilot
5 CHPE vessels, 223 days, 50 days per pilot
2023 – 470 ship assignments, 94 per pilot

4. TOTAL STATE Pilotage ASSIGNMENTS; ALL Pilotage DISTRICTS:

2025 – 12,914 total system assignments
2024 – 12,286 total system assignments
2023 – 12,552 total system assignments

*Pilot Assignments include intra-harbor movements, continuing education, training, and maintenance



Container Vessel transiting under the Bayonne Bridge.

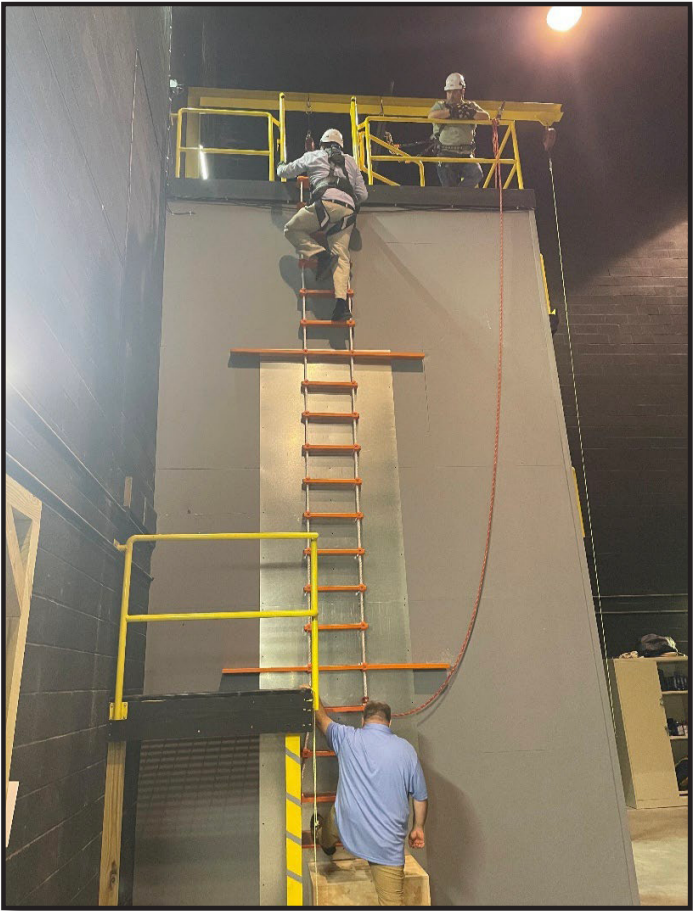
PILOT TRAINING

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. 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, Pilot-in-Training are required to hold 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. New York State Pilots attend training at the Maritime Institute of Technology and Graduate Studies, Linthicum, MD, Maritime Pilots Institute, Covington, LA, Marine Safety Inc, Newport, RI, Massachusetts Maritime Academy Ship Simulator School, Buzzards Bay, MA, and Port Revel Ship Handling Training Center, Grenoble, France. The Advanced Pilot Training Program ensures that Pilots maintain high professional standards in the rapidly changing maritime industry. The training focuses on efficient use of equipment along with human and technical resources available on the bridge of a modern ship. This extensive training program, which is regularly reviewed and upgraded, provides continuing education seminars and other instruction addressing the following:

- *Emergency ship handling*
- *Ship Pilot Ladder training program*
- *Bridge Resource Management*
- *Manned Model Training*
- *Extensive overviews of radar and electronic chart systems, satellite and Global Positioning Systems and Automatic Identification 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*
- *Human Factors in Marine Operations*
- *Fatigue, Sleep and Medications Program*



3 September 2025: NY Pilots attending climbing safety training at Marine Institute of Technology and Graduate Studies in Linthicum, MD.

STATE PILOT OPERATIONAL BASES AND FLOATING EQUIPMENT

14 Pilot Vessels serve the coastal areas of the New York State Pilot System. The Board 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 2025:

PILOT BOAT	LENGTH (FT)	BUILT	STATUS	STATION
NEW YORK	208	1993 (rebuilt 2022)	In service	New York Harbor
NEW JERSEY	128	1986	In service	New York Harbor
ROMER	72.1	2013 (rebuilt 2025)	Commissioned	New York Harbor
SANDY HOOK	65	1985	Decommissioned	New York Harbor
AMERICA	53	2000	In service	New York Harbor
PHANTOM	53	2000	In service	New York Harbor
WANDERER	53	2001	In service	New York Harbor
YANKEE	53	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



Launch WANDERER underway on the Hudson River.



16 November 2025: Sandy Hook Pilots Association conducting operational testing of Launch ROMER off Staten Island, NY.



7 November 2025: Pilot Boat NEW JERSEY and Launch ROMER moored in Staten Island, NY.

CHAMPLAIN HUDSON POWER EXPRESS (CHPE)

Over the past two years, New York State Pilots dedicated more than 11,000 hours of exceptional piloting along 60 miles of the Hudson River in support of CHPE, one of New York's most significant renewable energy infrastructure projects. During the cable-laying phase of the project, State Pilots ensured the safe operation of specialized vessels and effectively managed marine traffic around active work zones, enabling the project to stay on schedule. Their expertise, professionalism, and sound judgment were essential to maintaining safe and efficient operations during one of the busiest periods ever on the Hudson River. The project is planned to be completed in May 2026.



CHPE survey vessel operating on the Hudson River.



CHPE cable laying vessel on the Hudson River.

HUDSON RIVER ICE

Winter ice has historically challenged navigation on the Hudson River, where several natural “choke points” can restrict vessel movement and limit access to key ports and terminals. The winter of 2025 was an especially active ice season, with ice conditions persisting for nearly two months along portions of the river. In response, the United States Coast Guard (USCG) conducted one of the Northeast’s largest regional ice breaking efforts under Operation RENEW (Reliable Energy for Northeast Winters), an initiative focused on keeping critical waterways open so essential cargo including heating oil, fuel, food, and medical supplies can reach communities across New York and the Northeast throughout the winter months.

New York State Pilots played a central role in maintaining safe and efficient vessel movement through ice-impacted waterways. Through expert ship handling and close coordination with USCG icebreaking assets, vessel operators, and port stakeholders, pilots safely guided vessels through ice-restricted channels and prevented disruptions to maritime commerce. Despite the challenging conditions, State Pilots ensured the Hudson River remained fully operational, reinforcing the resilience of the region’s maritime transportation system



February 2025: Ice conditions on the Hudson River.

MARINE INCIDENTS

The Board investigates marine incidents where a New York State Pilot is aboard under the authority of New York State Navigation Law and in coordination with the USCG and the New Jersey Maritime Pilot and Docking Pilot Commission. Investigations include interviews with State Pilots and other witnesses. When warranted, a Commissioner is appointed as Hearing Officer to conduct formal hearings during which evidence and testimony are reviewed. Following deliberation, the Board issues an Opinion and Order, imposes disciplinary actions if appropriate, and provides recommendations to prevent similar incidents.

DATE OF INCIDENT	VESSEL	NATURE OF INCIDENT
March 4, 2025	M/V FEDERAL INDUS	Loss of steering caused by faulty solenoid valve. The vessel completed repairs and was cleared to transit.
March 23, 2025	M/V CHINTANA NAREE	Loss of propulsion and anchored in safe water. The vessel completed repairs and was cleared to transit.
April 8, 2025	NCC REEM	Reduction in propulsion caused by a faulty pneumatic valve. The vessel completed repairs and was cleared to transit.
April 15, 2025	M/V TAKORADI	Reduction in propulsion and anchored in safe water. The vessel completed repairs and was cleared to transit.
May 3, 2025	M/V AMIS WISDON VI	Loss of propulsion caused by a ruptured main diesel engine cooling line. The vessel completed repairs and was cleared to transit.
May 17, 2025	SV ARM CUAUHEMOC	Vessel struck Brooklyn Bridge while departing Pier 17 South Street Seaport, NYC. The incident remains under investigation by the National Transportation Safety Board and USCG. No New York State Pilots involved in the incident.
May 20, 2025	USNS PILILAAU	Reduction in steering caused by steering pump casualty. The vessel completed repairs and was cleared to transit.
December 22, 2025	M/V URUGUAY	Reduction in propulsion caused by faulty drain valve on the air control system. The vessel completed repairs and was cleared to transit.
December 26, 2025	M/V MARI GALAXY	Loss of propulsion caused by damaged O-ring in the starting air distributor. The vessel completed repairs and was cleared to transit.



29 January 2025: Container vessels transiting Upper Bay, New York City.

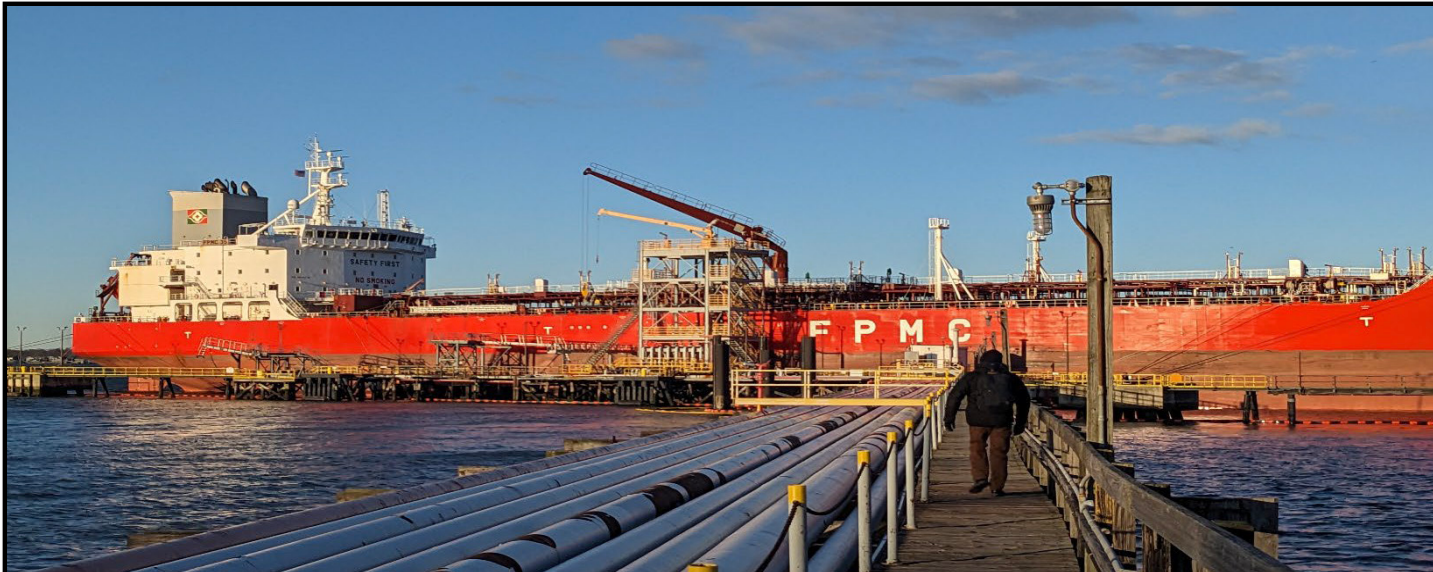
LONG ISLAND SOUND/BLOCK ISLAND SOUND JOINT PILOTAGE SYSTEM

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.



18 February 2025: Salt Ship arriving in New Haven, CT.

The joint Pilotage rotation has improved the safety, efficiency, and reliability of the CT/NY Pilotage systems through better administration, communication, and utilization of Pilot boats/Pilot stations. The outcome of combining operations reduced redundancy, operating costs and overhead, while improving safety standards, professional conduct, and accountability. The Board extends its appreciation and thanks to the Connecticut Port Authority and the Connecticut Pilot Commission for their continuing cooperation in the successful implementation and management of the bi-state Memorandum of Agreement along with their exceptional administration and oversight of the system.



16 February 2025: New York Pilot walking out to board a vessel in New Haven, CT.

COLLABORATION WITH OTHER GOVERNMENT AGENCIES AND THE MARITIME INDUSTRY



May 2025 USS NEW YORK arriving in New York City for Fleet Week.

The Board maintains regular contact and collaborative relationships with the New Jersey Maritime Pilot and Docking Pilot Commission, the Connecticut Port Authority, the Connecticut Pilot Commission, USCG Captain of the Port of New York, USCG 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 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, and the American Pilots Association in an ongoing effort to enhance maritime safety, security, and environmental stewardship with partners across the region.



June 2025: USCGC Penobscot Bay working in Upper Bay, New York City.

NEW YORK HARBOR SAFETY, NAVIGATION, AND OPERATIONS COMMITTEE
AND
NEW YORK AND LONG ISLAND SOUND AREA MARITIME SECURITY COMMITTEES



29 July 2025: The first National Security Multi-Mission Vessel (NSMV) EMPIRE STATE VII returned back to New York City after Summer Sea Term.

Chaired by the USCG, the Committees play a vital role in enhancing the safety and security of New York’s ports. Comprising a broad range of public and private maritime stakeholders, the Committees meet regularly to address key issues affecting port and waterway operations, safety, and security. The Board’s Executive Director participates as a member and official representative of the Board. These Committees offer valuable insight and advise the USCG Captains of the Port on complex matters and emerging challenges within the marine transportation system.



24 June 2025: Car carrier moored Port Newark, NJ.

PILOTAGE RATES

Rates for regulated vessels are set by the Legislature for arrivals and departures from the Port of New York and New Jersey, Long 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, set by the Hudson River Pilots Surcharge Board, reviewed/adjusted annually;
- Hudson River Pilot Station and Communications Fee: Implemented in 1998, reviewed/adjusted annually;
- Long 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:

- 2025 3% Pilotage rate adjustment
- 2026 3% Pilotage rate adjustment
- 2027 3% Pilotage rate adjustment

SUMMARY OF HUDSON RIVER LEGISLATIVE RATE AUTHORIZATIONS

In 2022, rate legislation was passed that provided Pilotage rate adjustments:

- 2025 3% Pilotage rate adjustment*
- 2026 3% Pilotage rate adjustment
- 2027 3% Pilotage rate adjustment

* 20% pension surcharge effective 1 July 2025

SUMMARY OF LONG ISLAND SOUND LEGISLATIVE RATE AUTHORIZATIONS

The Long Island Sound is a shared waterway with the State of Connecticut. Pilotage rates in Connecticut are determined by the Connecticut Port Authority upon recommendation by the Connecticut Pilot Commission. In 2022, a general rate increase was passed in New York State legislation, in conjunction with Connecticut Pilot Commission and Connecticut Port Authority.

- 2025 3% Pilotage rate adjustment
- 2026 3% Pilotage rate adjustment
- 2027 3% Pilotage rate adjustment

**NEW YORK SANDY HOOK PILOTS
AS OF 31 DECEMBER 2025
James H. Mahlmann, President**

Robert J. Blake, Jr.	Andrew J. Parkis**
Aldean L. Codling	Joshua J. Pieterse**
John J. DeCruz	Michael V. Pino
Robert M. Dobrowolski	Christopher J. Pitfick
Robert J. Dreher	Christine M. Razukas*
Stephen E. Feminella**	Joseph R. Reinbold**
Andrew E. Glassing	Wyatt A. Smith
Matthew P. Haley	Gregory J. Stem
James J. Hasson	Russell P. Stuebe II*
Kiersten E. Healy	Daniel E. Sullivan*
Cornelius H. Keating	Thomas F. Sullivan
Camilo A. Lugo	Jeffrey J. Tuthill
Charles J. Mayrer, Jr**	Dominic C. Vitolo III
John L. McCarthy	Thomas P. Walsh
Kevin J. McNamara	William F. Wood
Timothy G. Newman**	Jesse L. Wynn
Brian R. O’Leary*	

* 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 205
Richard C. Astles, President**

Sean P. Bogus	Theodore L. Sanford
Dale T. Harper	Matthew J. Stevens
Vincent C. Kirby	Clinton L. Walker
Peter G. Rooss Jr.**	Nicolas M. Williams
Adam T. Sanford”	Sean D. Ouellette

** Also a New Jersey Sandy Hook Pilot

**NEW YORK HUDSON RIVER PILOTS
AS OF 31 DECEMBER 2025
Kevin F. Mullins, President**

Paul C. Chevalier	Nils A. Tribus**
Ian T. Corcoran*	Semuel L. Zapadinsky
Leonard M. Evans (Lower Half)**	Robert S. Ireland (retired)

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

**NEW YORK SANDY HOOK PILOT APPRENTICES
AS OF 31 DECEMBER 2025
Christopher Maglin, Director of Operations**

Liam P. Gagliano	Sean M. O’Connor
John C. Locks	Gage P. Reamy
Timothy J. McNamara	Roy G. Shaw IV



Pilot Boat NEW YORK leaving the South Street Seaport in Lower Manhattan.

2025 OATHS, APPOINTMENTS AND EVENTS



28 January 2025: Swearing in and Oath of Executive Director Kyle Weist.



15 April 2025: Swearing in and Oath for Long Island and Block Island Sound Pilot Nicolas Williams.



31 January 2025: The Board, and Coast Guard Sector New York Commander and Captain of the Port Jonathan Andrechik, celebrating Executive Director Garger's retirement.



24 June 2025: Swearing in and Oaths for Sandy Hook Pilots James Hasson, Michael Pino, and Jesse Wynn.



26 August 2025: President Mercante and the Board celebrated Commissioner Bulow's retirement and 25 years of service supporting New York State Pilotage with a Letter of Commendation.



05 September 2025: New York City was part of Virgin Voyages BRILLIANT LADY's maiden voyage.



2 September 2025: Swearing in and Oath for Sandy Hook Apprentice Gage Reamy.



President Mercante with the BRILLIANT LADY's Master along with other distinguished guests celebrating the occasion.



11 February 2025: The OOCL IRIS arrived in New York marking the largest vessel to ever call on the Port of New York and New Jersey.



30 September 2025: Swearing in and Oath for Long Island and Block Island Sound Pilot Shawn Ouellette.



18 November 2025: Swearing in and Oath of Office for New York State Board of Commissioners of Pilots 77th Commissioner Bethann Rooney.



The ceremony was attended by American Club Board of Directors, Executives, Board of Commissioners of Pilots and Sandy Hook Pilots Association Presidents.

CONCLUSION

The Port of New York and New Jersey has the largest population within a 250-mile radius of any port in North America, with more than 60 million people representing nearly one-third of the nation’s GDP. With approximately 90% of New York State’s population residing within ten miles of its waterways, the safe navigation of vessels, their secure passage into the State’s ports, and the protection of the environment within State Pilotage waters remain critical mission priorities of the State’s 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.

The Board notes the retirement of Commissioner LUCIENNE C. BULOW. The Board thanks her for her decades of exemplary service and support of New York State Pilotage. Commissioner BULOW served as a Commissioner from 2000 to 2025, and retired on August 31, 2025.

This 2025 Annual Report has been prepared, and is respectfully submitted, by:

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



Standing (left to right): Bethann Rooney, Commissioner; William M. Rowland, Commissioner; Kyle A. Weist, Executive Director; Jennifer K. Gillooley, Office Administrator; Jeffrey C. Loechner, Commissioner.

Sitting (left to right): Richard J. Hendrick Sr. Commissioner; James E. Mercante, President; Joseph F. Ahlstrom, Commissioner.

Photo courtesy of Victoria Jackson Photography LLC

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)

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, Sampo

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

BETHANN ROONEY, Commissioner
B.Sc. & M.Sc., SUNY Maritime College
Director, Port Department at The Port Authority of New York, and New Jersey

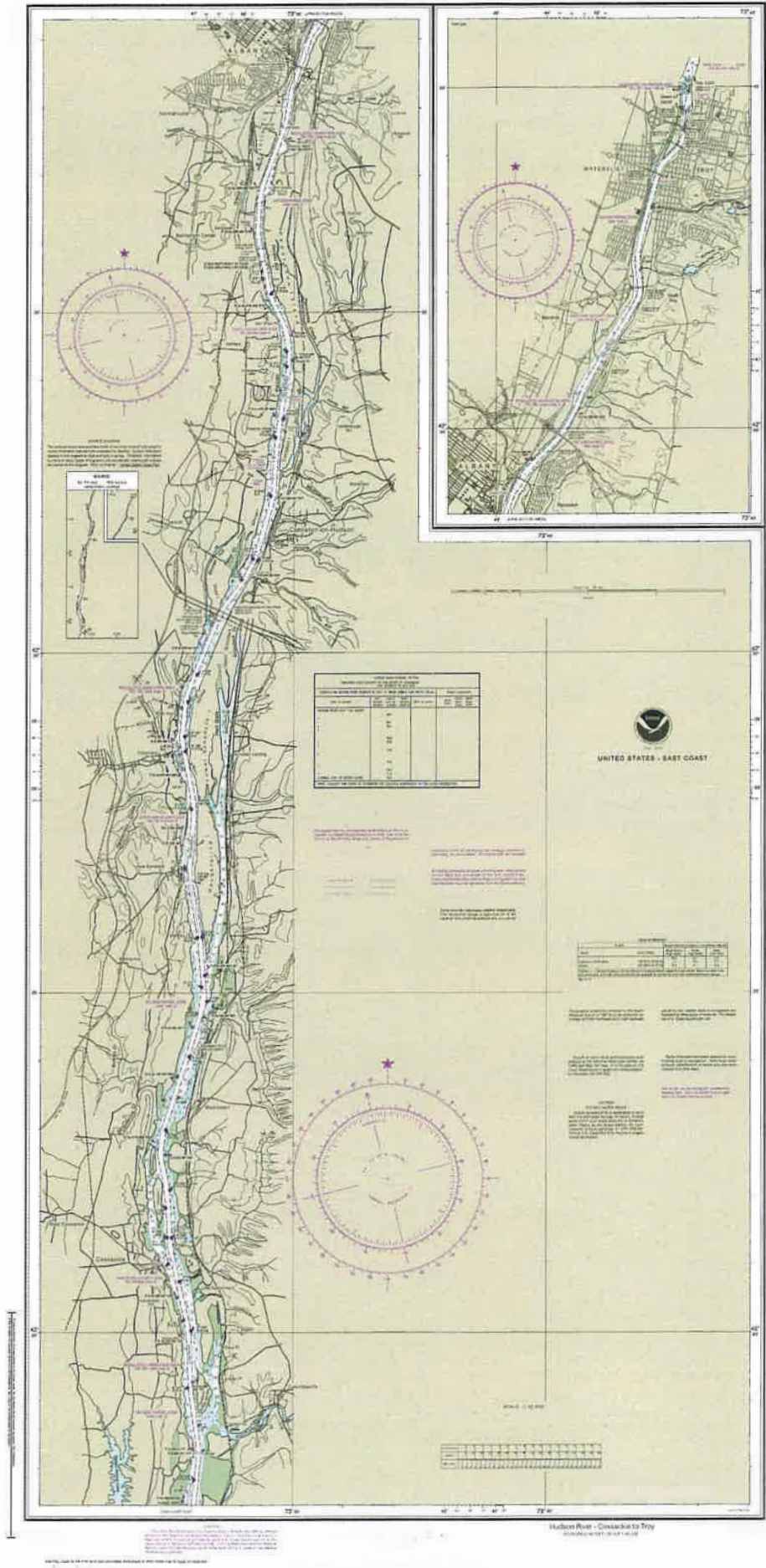
KYLE A. WEIST, Secretary/Executive Director
B.Sc., United States Coast Guard Academy
M.Sc. Boise State University
Commander, United States Coast Guard (Retired)

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

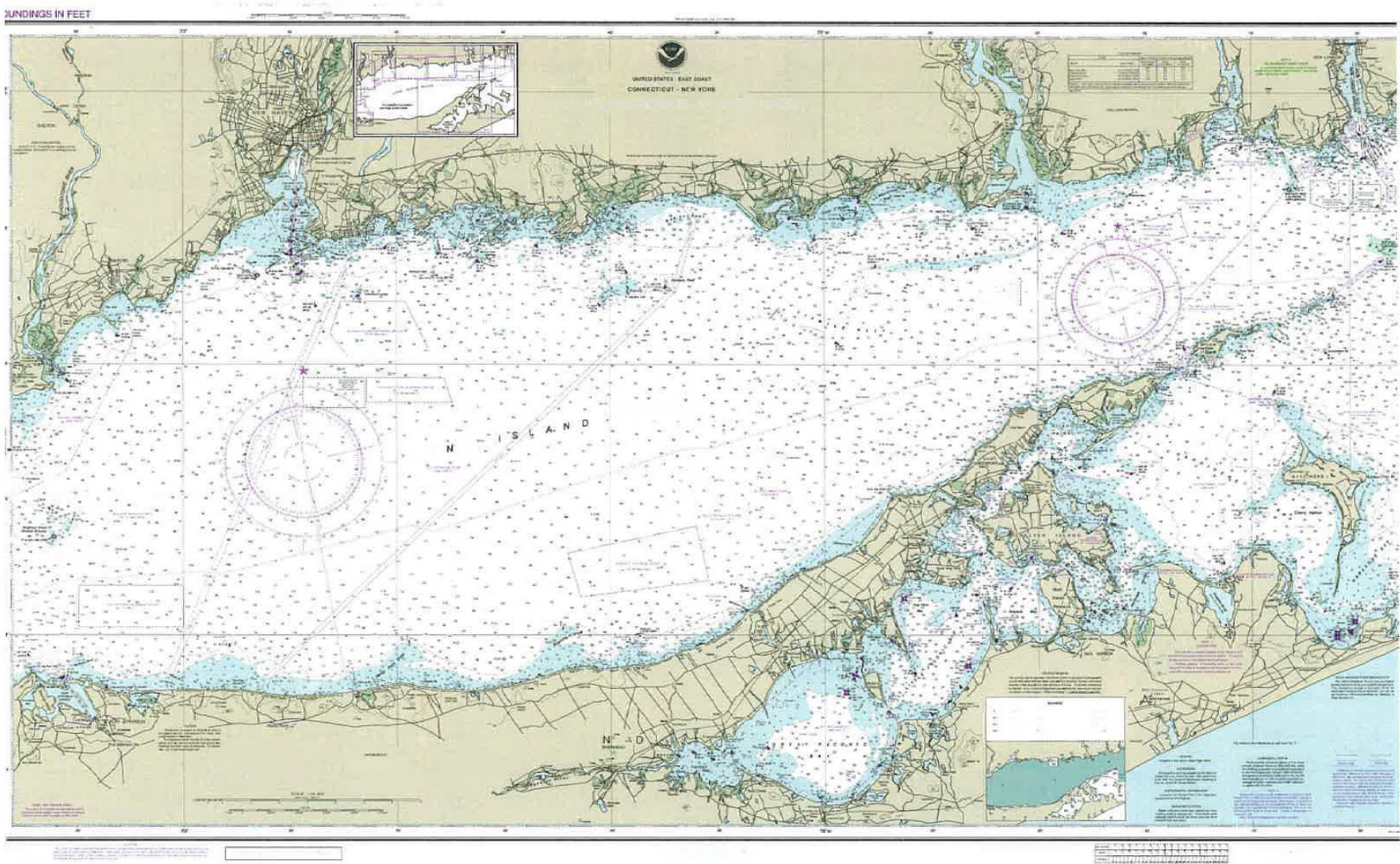
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New York State Pilotage Waters – Hudson River



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



New York State Pilotage Waters – New York Harbor



Tank Vessel transiting the Arthur Kill under the Outbridge Bridge.



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

**ONE BATTERY PARK PLAZA
THIRTY-FIRST FLOOR
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