BOARD OF COMMISSIONERS OF PILOTS OF THE STATE OF NEW YORK
Minutes of the Meeting of 06 October 2026

The following Commissioners were present:

James Mercante, President
Richard Hendrick
Joseph Ahlstrom
William Rowland
Jeoffrey Loechner
Bethann Rooney

UPON MOTION DULY MADE, SECONDED AND UNANIMOUSLY VOTED UPON, (EXCEPT AS OTHERWISE MINUTED) IN A PUBLIC MEETING, WHICH CONVENED AT 9:30 A.M., (at the Offices of Gallo, Vitucci, Klar, LLP, 71 Third Avenue Suite 500 New York, NY) THE BOARD CONDUCTED THE FOLLOWING BUSINESS:

THE PRESIDENT CALLED THE MEETING TO ORDER AT 10:30 A.M.

1. Appearances in Public Session:

2. The Draft Minutes of the 29 September 2026 Board Meeting were reviewed and approved.

3. Adjournment to Executive Session for personnel, legal advice of counsel, medical, and/or official investigative matters, as necessary:

   3a. Pilot sick leave/other leave.

4. Return to Public Session from Executive Session.

5. Other Pilot/Personnel Matters:

   5a. NYC Economic Development Corporation (EDC) Channel Deauthorization Project: At the 10 February 2026 meeting the Board discussed NYCEDC plans to change the federal channel limits in The Hudson River to accommodate larger cruise ships. Continued on the docket.

   5b. Engine Power Limiters (EPLs): At the 13 January 2026 and subsequent meetings the Board reviewed the American Pilot Association (APA) guidance and summary of USCG Policy Letter 01-24 (10 April 2024) regarding devices that impact available speed/RPMs on ships during maneuvering while entering and departing New York State pilotage waters. At the 03 March 2026 meeting the Board reviewed Sector New York Marine Safety Information bulletin 26-002. At the 10 March 2026 meeting the Board reviewed SHPAs letter to NY/NJ Port Agents regarding EPLs and other impediments to full power on demand. Continued on the docket.

   5c. Gangway Safety: At the 18 March 2025 meeting the Board reviewed USCG Sector New York MSIB 2025-001. At the 03 June 2025 meeting the Board discussed ongoing USCG efforts to improve gangway safety. At the 29 September er 2026 meeting the Board reviewed USCG Safety Alert 14-26. Continued on the docket.

6. Renewed, for a period of one year (unless otherwise noted), the following New York State pilot license(s) following a personal interview and review of work performance data, training, and medical/health records: None.

7. Sandy Hook Pilots Association (SHPA):

   7a. 2026 Apprentice Selection: At the 23 December 2025 the Board discussed 2026 Apprentice Selection process. At subsequent meetings the Board continued to review updates on the status of the Apprentice Selection process. Continued on the docket.

7b. Empire Wind 1 Midshore Cable Installation Plan: At the 03 June 2025 and subsequent meetings the Board reviewed Empire Wind 1 Midshore cable installation plan. At the 24 June 2025 meeting the Board discussed pilotage requirements with Captain James Mahlmann New York President, SHPA. At the 15 July 2025 and subsequent meetings, the Board reviewed the operational plan and work schedule for project. Continued on the docket.

7c. Pilot ladder training and safety: At the 11 March 2025 meeting the Board reviewed equipment pilots use during climbing ladders. At subsequent meetings, the Board has continued to discuss shipboard pilot ladder training and safety equipment used during climbing. Continued on the docket.

7d. Apprentice Training: At the 03 February 2026 meeting the Board reviewed SHPA tuition reimbursement requests. At the 01 September 2026 meeting the Board reviewed the SHPA training report. Continued on the docket.

7e. Proposal to relocate the COLREGS Demarcation Line New York Harbor: At the 25 March 2025 meeting the Board reviewed the SHPA proposal to relocate the COLREGS Demarcation Line. At the 24 February 2026 the Board discussed Docket No. USCG-2025-0101 of Federal Register regarding request for public comment for proposal. Continued on the docket.

8. Hudson River Pilots Association (HRPA):

8a. M/Y ARRIVA pilotage waiver request: At the 08 September 2026 meeting the Board reviewed a state pilotage waiver request for transits on the lower Hudson River. Continued on the docket.

8b. Transport System Rate: At the 14 October 2025 meeting and subsequent meetings the Board discussed the terms for reimplementing the Transport System on the lower Hudson River along with other pilotage rates and fees. At the 17 March 2026 meetings President HRPA President, Captain Kevin Mullins discussed a 5-year rate schedule proposal with the Board. At subsequent meetings the Board continued to review updates on rates and reinstituting the Transport System on the lower river. At the 01 September 2026 meeting, the Board directed HRPA and SHPA to establish and maintain a Pilot in Relief (Transport) system within sixty (60) calendar days to support safe pilotage operations, provide appropriate pilot rest, and avoid unnecessary vessel delays. Continued on the docket.

8c. Hudson River Safety, Navigation and Operations: Following the formation of the Hudson River Safety and Navigation Operations Committee (HR Committee) to address issues raised in the Port and Waterways Safety Assessment study of the Hudson River, the Board has been regularly briefed by Commissioner Hendrick on the HR Committees activities, including its review of legislation regarding the establishment of anchorages on the Hudson River. At the 12 January 2021 meeting, the Board was advised that the USCG Authorization Act of 2020 was passed by Congress and contained provisions that address the establishment of anchorages on the Hudson River and circumstances when vessels can be anchored outside established anchorage grounds. At the 2 May 2023 and subsequent meetings, the Board discussed the USCG report on Hudson River anchorages and the status of the establishment of Hudson River anchorages with Captain Corcoran. At the 21 November 2023 meeting, the Board reviewed USCG MSIB 2023-03 regarding Hudson River anchorages. At the 28 May 2024 meeting, the Board reviewed a press release from Congressman Pat Ryan regarding the proposed legislation regarding anchorages. At the 16 August 2024 meeting, the Board discussed the proposed legislation. Continued on the docket.

8d. Hudson River Dredging: At the 14 March 2023 meeting and 2 May 2023 meeting, the Board discussed the status of Hudson River dredging by the Army Corps of Engineers (ACOE). At subsequent meetings, the Board has continued discussing the plan. At the 04 November 2025 meeting the Board reviewed ACOE plans to conduct dredging the full Haverstraw channel starting in the fall of 2026. ACOE began dredging the channel in September 2026. Continued on the docket.

9. Long Island Sound/Block Island Sound Pilotage (LIS/BIS):

9a. Commissioner Rowland met with Captain Astles, President of the Northeast Marine Pilots Association and the Connecticut Pilot Commission, to discuss common issues impacting state pilotage.

9b. 5-year Rate Schedule Increase: At the 05 May 2026 meeting and subsequent meetings the Board reviewed LIS/BIS 5-year rate schedule proposal. 06 June 2026 the bill passed both Senate and Assembly and was sent to Governor for signature. Continued on the docket.

9c. MA Senate Bill No. 641: The Board discussed the proposed legislation and impacts to NE Marine Pilots Association. At the 15 July 2025 meeting the Board reviewed letters of opposition to the legislation. At the 07 October 2025 and 21 April 2026 meetings NE Marine Association President Richard Astles updated the Board. Continued on the docket.

9d. Docking restrictions at New Haven Terminal: At the 20 February 2024 meeting the Board reviewed correspondence from the Northeast Marine Pilots regarding proposed docking restrictions at New Haven Terminal. At the 27 February 2024 meeting, the Board reviewed additional correspondence received from NMPA. At the 23 April 2024 meeting, the Board discussed the docking restrictions with NMPA President Captain Astles**.** At subsequent meetings, the Board reviewed the New Haven Terminal draft restrictions and continues to monitor the dredging plans. At the 14 October 2025 meeting the Board reviewed NE Marine Letter requiring tractor tug use for docking**.** At the 13 January 2026 meeting the Board reviewed updated draft restrictions for New Haven, CT approaches and terminals. Continued on the docket.

10. Safety and Security in Pilotage Waters

10a. Pilot procedures contacting shoreside first responders in emergency: At the 9 December 2025 meeting the Board discussed emergency procedures and protocols in place for Port of New York and New Jersey with SHPA Captain James Mahlmann. Continued on the docket.

10b. NY Harbor Anchorage Study/Mooring Buoys in Designated Federal Anchorages: The Board has previously advised the Army Corps of Engineers New York District (ACOE) of its concerns with the lack of visibility of large, unlit mooring buoys, especially during periods of darkness, located within certain designated federal anchorages in New York Harbor. Continued on the docket.

10c. USCG Harbor Operations and Area Maritime Security Committees (AMSC): Continued on the docket.

10d. Pilot Boarding Deficiency Reports: Continued on the docket. The New York State Pilot associations utilize Pilot Boarding Deficiency Report forms when a deficiency is found. The following reports from the previous three months have been provided to and reviewed by the Board (prior reports on file):

i. M/V PACIFIC AZUR (Liberia registered Tanker, Built 2019): 27 August 2026, Sandy Hook Pilot Matthew Haley reported an unsafe condition while climbing a gangway.

10e. Pilot Transfer Process: At the 22 February 2022 meeting the Board reviewed the revised International Chamber of Shipping Industry Guidance on Pilot Transfer Arrangements. At the 15 November 2022 meeting, the Board was advised that the IMO Safety Committee will open the SOLAS Convention for amendment with respect to pilot boarding arrangements. At the 17 January 2023 meeting, the Board reviewed the notice issued by the UK Maritime Pilots Association regarding a recent pilot fatality. At the 16 May 2023 meeting, the Board discussed an article regarding the 5 May 2023 Japanese pilot fatality. At the 6 June 2023 meeting, the Board reviewed article regarding the conviction of ship operator and master after a pilot ladder fall injury in Perth Australia in August 2022. At the 2 July 2024 meeting, the Board discussed amendments

to SOLAS Regulation V/23 (Pilot Transfer Arrangements) and testing of a fall arrest system by the Puget Sound Pilot Association. Continued on the docket.

11. Report(s) of Marine Accidents or Incidents Under Investigation:

11a. S/V ARM CUAUHTEMOC (Mexican Registered Naval Training Ship, Built 1982): On 17 May 2025 at 2019 hours the 295' S/V ARM CUAUHTEMOC was departing Pier 17 South Street Seaport, NYC when it began accelerating astern causing the vessel to strike the Brooklyn Bridge. The incident resulted in 2 fatalities and injuries along with temporary closure of Brooklyn Bridge and East River. The incident is currently under investigation by several government agencies with the National Transportation Safety Board (NTSB) designated lead agency with support from the USCG. On 6 June 2025 the vessel was moved to GMD Shipyard for repairs. According to USCG update, on 23 June 2025 the vessel was towed to Caddell Dry Dock and Repair Company in Staten Island to undergo further repairs to propulsion, steering, masts, and rigging. The NTSB released a preliminary report on 30 June 2025. The investigation remains ongoing. The vessel departed New York on 4 October 2025. Continued on the docket.

11b. M/V DALI Collision with the Francis Scott Key Bridge: At approximately 0129 hours on 26 March the Singapore registered containership M/V DALI was transiting to sea out of Baltimore Harbor in Baltimore, Maryland, when it experienced a loss of electrical power and propulsion, veered off course, and struck the Francis Scott Key Bridge (Key Bridge), causing part of the bridge to collapse onto the vessel and also into the Patapsco River. The casualty, which resulted in 6 fatalities and closure of the Baltimore Harbor shipping channel, is currently under investigation by several government agencies, including the National Transportation Safety Board (NTSB), USCG, and the FBI. The NTSB issued its preliminary report on 14 May 2024 and an investigative update on 24 June 2024.

At the 2 April 2024 meeting, the Board discussed the M/V DALI collision and will continue to discuss the incident at subsequent meetings. At the 4 June 2024 meeting, the Board discussed general procedures for pre-departure and arrival testing requirements and the master-pilot exchange. At the 29 October 2024 meeting, the Board noted the settlement of the Department of Justice's claim against the vessel's owner and operator. At the 25 March 2025 meeting the Board reviewed the NTSB report regarding safeguarding bridges from vessel strikes. At the 25 November 2025 meeting the Board reviewed NTSB synopsis report from 18 November 2025 meeting. 11 December 2025 the NTSB released the final report. Continued on the docket.

11c. M/V EAGLE TURIN (Singapore Registered Tanker, Built 2008): 5 August 2020. This incident involves the tragic fatality of Sandy Hook Pilot Timothy Murray resulting from a fall off a pilot ladder and onto the Pilot Launch AMERICA while boarding the M/V EAGLE TURIN at approximately 2230 upon its arrival at Ambrose Pilot Station. The P/L AMERICA then immediately proceeded back to the Pilot Boat NEW JERSEY (a three-minute transit) to pick up medical supplies, a stokes litter, and crew with paramedic training before departing for Staten Island. The USCG, New York City Fire Department, and New York City Police Department were all notified. Crew personnel administered CPR and used the AED unit while proceeding to Staten Island. New York City Police Department Personnel were waiting at the Sandy Hook Pilot Base where Captain Murray was transferred to an ambulance and taken to Staten Island University Hospital.

After the incident, the EAGLE TURIN proceeded to anchor at the direction of the USCG. On the morning of 6 August 2020, Sandy Hook Pilot Kevin Walsh piloted the vessel to Stapleton Anchorage where a further investigation ensued with the USCG, Sandy Hook Pilots Association, and Executive Director Garger. The Board was designated as a Party in Interest by the USCG. At the 10 January 2023 meeting, the Board was updated on the status of ongoing litigation against the vessel owner arising out of the incident. At the 17 January 2023 meeting, the Board reviewed the Third-Party Complaint filed by the vessel owner against the Sandy Hook Pilot Association. At the 21 March 2023 meeting, the Board reviewed the Sandy Hook Pilot Association's Answer to the Third-Party Complaint. At the 9 May 2023 meeting, the Board discussed the USCG's Report of Investigation. At the 23 May 2023 meeting, the Board discussed the status of the litigation. At the 5 July 2023 and subsequent meetings, the Board discussed the

discovery subpoena served on the Board. At the 3 October 2023 meeting, the Board noted the Confidentiality Order entered by the Court. Commissioner Mercante recused. At subsequent meetings, the Board discussed the status of the litigation. Continued on the docket.

12. There being no further business to conduct, or public comment, the Board meeting was adjourned.

Kyle A. Weist
Secretary