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ANNUAL REPORT

OF THE

Board of
Commissioners of Pilotage,

NOVEMBER 1st, 1897, TO NOVEMBER 1st, 1898.

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REPORT

MEMBERS OF THE BOARD

OF

Commissioners of Pilotage of New Jersey,

November 1st, 1898.

DANIEL C. CHASE, President.....	South Amboy.
JOHN R. DEWAR, Secretary	Jersey City.
HENRY W. MILLER.....	Morristown.
HENRY C. GULICK.....	Barnegat.
MARK TOWNSEND.....	Linwood.
JOHN C. WEAVER.....	Mauricetown.

REPORT.

To His Excellency David O. Watkins, Acting Governor, and to the
Legislature of New Jersey :

The Board of Commissioners of Pilotage respectfully reports that during the fiscal year just ended it has continued to administer the pilot laws of the State, also the laws for the preservation of channels in governing obstructions to navigation, fisheries, &c.

By arrangement with this Board and the United States Government the following wrecks and obstructions were removed :

November 19th, 1897—A sunken vessel, lying in the middle of North West Reach, one hundred yards from Staten Island shore, was reported from this Board to the United States Engineers' Department, and on the 20th and 21st was raised by her owners.

November 26th and 27th, 1897—United States Government removed from Great Beds, Raritan bay, the cargo of brick lost from schooner "Excelsior."

November 29th and 30th, 1897—United States Government removed from the edge of Perth Amboy channel, Great Beds, Raritan bay, the cargo of hollow brick lost from a scow in tow of tug "Lee."

Barge "J. J. Devenny," sunk off the ferry at Hoboken, was raised December 18th, 1897.

December 21st, 1897—Wreck of canal boat "Harwick," sunk on the edge of channel, westerly side, in Newark bay, between Newark Bay Light and New Jersey Central railroad bridge, was reported from this Board and answer received from the Engineers' office December 22d, and it was later removed.

February 9th, 1898—An unknown ferryboat ran into and sank the coal-laden barge "F. B. Morris" about one hundred feet from the mouth of the slip between piers six and seven, East river. It was reported to the United States Engineers' office; answer received the same date and promptly removed.

February 21st, 1898—The black buoy that marks the Knuckle Bar between South Amboy and Great Beds Light was reported to the Lighthouse Department, Third District, as being broken and not visible at high water; new buoy was placed on February 23d, 1898.

April 20th, 1898—The buoy marking Knuckle Bar, between South Amboy and Great Beds Light, was reported to the Lighthouse Department, Third District, as being again broken; buoy was replaced on April 21st, 1898.

April 28th, 1898—The coal barges "Ettie Moore" and "Tragic" were reported to the United States Engineers' office and Lighthouse Department, Third District, as being sunk in the channel off Corner Stake, between Elizabethport, N. J., and Mariners' Harbor, N. Y., and were promptly removed.

September 29th, 1898—The canal boat "Western Star" was reported to the Lighthouse Department, Third District, as being sunk in the East river off Jackson street.

Several cases of collision and grounding were investigated and opinion rendered, notably:

On January 16th, 1898—Steamship "Werkendam," while in charge of New Jersey Sandy Hook Pilot W. Shields, collided with the Wells-Fargo Express Company's pier, alongside of the Erie Ferry slip, Jersey City. No complaint has been made against the pilot to the present time, but from investigation, so far as we have gone into the details, Pilot Shields is deemed blameless.

March 4th, 1898—German steamship "Manheim" grounded on the Staten Island side of the Kill von Kull channel near New Brighton, while in charge of New Jersey Sandy Hook Pilot Wm. Lewis. The agent, Mr. Gust Heye, made complaint as to the handling of the steamship "Manheim;" the pilot appeared before the full Board at its regular meeting March 10th, 1898, and his statement was heard. The Board found that New Jersey Sandy Hook Pilot Wm. Lewis allowed the steamship "Manheim" to ground through his lack of care or skill; therefore (as required by State law), he was directed to forfeit the pilotage of the steamship "Manheim," pay a fine of \$25 to the New York and New Jersey Pilots' Benevolent Association and stand suspended for the term of thirty days.

September 14th, 1897—Walter Lewis (an apprentice to the United New Jersey Sandy Hook Pilots' Association) was dismissed by them, and the New Jersey Sandy Hook Pilot Commissioners notified. On

November 11th, 1897, his case was argued before the full Board, and the action of the Executive Committee of the United New Jersey Sandy Hook Pilots' Benevolent Association confirmed.

January 4th, 1898—A letter was received from the Executive Committee of the United New Jersey Sandy Hook Pilots' Benevolent Association asking that B. F. Chapman (who was suspended October 14th, 1897, for six months) be reinstated, and the balance of his term remitted. On January 13th, 1898, B. F. Chapman appeared in person before the full Board and pleaded for an extenuation. A resolution was passed that the President of the Board ask the opinion of the Hon. S. H. Grey (the Attorney-General), whether the Commissioners of Pilotage had the power to reinstate B. F. Chapman before his term had expired. On January 19th, the Hon. S. H. Grey wrote as follows: "In my judgment, the Board has no such authority. The statute (Gen. Stat., tit. "Pilots," p. 2467, § 22) prescribed the penalty which follows upon the commission of the offense. There is no discretion in the Commissioners to inflict any less penalty than that prescribed by law, and after the infliction of the penalty sanctioned and required by the statute, the power of the Commissioners in the matter is exhausted. I am of the opinion that the Commissioners are unable to take further action in the premises either by a reduction of the time for which Pilot Chapman was suspended or by a remission of the fine or forfeit which is incurred."

April 14th, 1898—Letter from New Jersey Sandy Hook Pilots' Benevolent Association, in reference to application of Joseph Woods and Edward Reardon as apprentices, was read, and on motion application as apprentices was granted, Joseph Woods' to date from January 1st, 1898, and Edward Reardon's to date from February 1st, 1898.

There are, at the present time, in the New Jersey Sandy Hook Pilot service, forty-three (43) full-branch pilots, one (1) deputy pilot, four (4) apprentices and four (4) pensioners.

July 14th, 1898—Meeting of the Board of Commissioners of Pilotage convened on board the steam yacht "Suanee." The President laid before the Board draft of amended by-laws, which were read by title and laid over under the rule for final passage at next meeting.

Communication received from the Pilots' Benevolent Association

acknowledging the receipt of twenty-five dollars (\$25), being the fine from Pilot Lewis, was read and ordered filed.

The Board proceeded to make an inspection as to wrecks, fisheries, obstructions, &c., of the waters of New York bay, Kill von Kull, Newark bay, Staten Island sound, Raritan river and the several harbors.

Notice is taken of wrecks and the United States Army Board is notified, and men are sent to remove them. The periodical visits of the Commissioners to the channels along this part of the State have had a very salutary effect on the lawbreakers who attempt to deposit ashes in the channels.

The new by-laws of the New Jersey Board of Pilot Commissioners were unanimously adopted at the meeting of the Board, August 11th, 1898.

At the meeting of the Board of Pilot Commissioners September 8th, 1898, President Chase presented the following in lieu of rule 35, which was laid over under the rule:

"35. Pilots will be classed, and entitled to pilot vessels of less or greater draught, according to their date of service, as follows: First license limited to eighteen-foot draught. After one year's service under the first license, any pilot will be entitled to an examination and given a twenty-two-foot license if found qualified. After two years' service any pilot will be entitled to an examination for a full-branch license, to be given at the discretion of the Board."

September 10th, 1898—Pilots Lennan and Martin called on President Chase, and stated that the full Board of the Executive Committee had unanimously directed that the name of Jeremiah Reardon be removed from the Directory Board for drunkenness and abusive language. On September 12th, 1898, the Secretary wrote the Executive Committee of the Sandy Hook Pilots' Benevolent Association to make complaint in writing, which would be laid before the full Board at its regular meeting; also wrote to Jeremiah Reardon to appear before the Board at its next regular meeting. Considerable evidence has been taken, but the case not yet concluded.

Night of November 12th, 1897—James Ayres, of Newark, N. J., a New York apprentice, and Theodore Carlson, a seaman belonging to Staten Island, were drowned while launching the yawl from the

steam pilot boat "New York" to take Dennis Reardon from steamship "Massachusetts." This occurred outside of Sandy Hook bar, high sea and very dark.

June 9th, 1898—A request was made by the United States Engineers' office to give the depth of water at mean low tide through the following-named channels:

1. Through the Raritan bay to canal lock at New Brunswick.
2. Through South river to town of Washington.
3. Through the South Amboy channel to Raritan bay.
4. Through Ward's Point and Seguine Point channels.
5. The maximum draught around the Corner Stake Light at Elizabeth.

July 14th, 1898—The President reported that all the information asked for had been forwarded to the Department.

The following letter dated House of Representatives, Washington, D. C., February 12th, 1898, was received from Hon. Benjamin F. Howell: "I beg to acknowledge the receipt of the resolution recently adopted by the Commissioners of Pilotage, relative to the need of a fog-bell at the Great Beds Lighthouse. I have conferred with the proper authorities in reference to the matter, and was given every reason to believe that the signal will be established."

At the regular meeting of the Board, March 10th, 1898, President Chase reported that the bell at Great Beds Lighthouse was to be established, and it has since been erected, and is of great value to commerce.

March 15th, 1898—New Jersey Sandy Hook Pilot N. A. Wall was given leave of absence for three months.

November 11th, 1897—By request of the Executive Committee of the United New Jersey Sandy Hook Pilots' Benevolent Association, Charles Devereaux was entered as an apprentice, his apprenticeship to date from October 30th, 1897.

The following New Jersey Sandy Hook pilots have died during the fiscal year: Gustave Tenneson, November 5th, 1897, and Thomas Dexter, August 6th, 1898.

The war with Spain caused considerable delay to the water commerce between the State and foreign ports and coastwise, on account of extinguishing the range and channel lights, the mining of the channels preventing the passage of vessels during the night, compelling

pilot vessels to come into and remain in the harbor each night to avoid Spanish warships that might capture and compel the pilots to guide them into the harbor; this also inflicted a considerable additional expense on the pilots. The exigencies of the war caused a temporary arrest of the river and harbor improvements, the River and Harbor bill failing to pass the last session of Congress, but the statistics, data, arguments, &c., prepared for the preceding session are in order for use at the next session, with a view of urging a continuance of the improvements in State navigable waterways.

The changes in the pilot system referred to in our previous report have proved even more advantageous and profitable than was conjectured. Before the present system was consummated, each pilot boat (twenty-nine of them) worked independent of the other. The laws which regulate pilotage require that the incoming vessel shall take the first who shall offer himself; there was keen competition between the various boats in the endeavor to sight the incoming vessel and be the first to put a pilot on board. In the natural order of things, the surest way to have intercepted a ship would have been for the pilot boat to cruise a few miles outside of Sandy Hook, where all incoming vessels must pass; but the rivalry between the boats frequently caused them to push out as far as five or six hundred miles to the east. When a steamer was sighted there would be a hard race to meet her, every stitch of canvas that the spars would carry being spread; under the old system, speed was of the highest importance, and the boats were modeled and rigged with all the care and expense of modern racing craft, carrying heavy canvas so rigged as to be capable of being quickly made snug to meet a sudden blow and high sea. These long cruises, extending from New York to the capes of the Delaware on the south, and to the east from New York to Halifax, were full of disaster costly and unnecessary. The change of the system and the addition of the new steam pilot boat "New York," reduced the cruising radius of the boats to reasonable proportions, viz., sixty miles—thirty miles to the southward and thirty to the eastward—the distance divided into six stations of ten miles each, one pilot boat being allowed to each station; and at the outer end of the line, off the entrance to Gedney's channel, the new steam pilot boat, built especially for this service, and known as the station boat, does her share of the work of placing pilots on incoming vessels, and takes off pilots from all outgoing ships; her position, about three

miles outside of Sandy Hook, places her directly in the way of ships outward bound. A reserve pilot boat is stationed off Staten Island. The boats on the several stations move in rotation from station to station; those farthest to the east or south being first to sight the incoming ships are the first to be depleted of their pilots; as soon as this occurs, she leaves her station, notifies the other boats as she passes them bound into New York harbor, and anchors off Staten Island; meanwhile the other boats move out one station, leaving the station next to the steam pilot boat vacant until it is reached and taken by the boat from Staten Island with a full complement of pilots, which leaves the island immediately on sighting or receiving word of the depleted boat being bound in.

The pilots are divided into companies of seven men each, and to each boat are consigned three companies, whose round of duty is— one company engaged in service on the pilot boat at sea, another in piloting ships out of the harbor, and the third in waiting at headquarters until the boat returns empty. The steam pilot boat does not take part in the rotation of the pilot boats, but keeps the same station continuously, except one day in every fortnight, when she come into New York for coal, water, provisions, &c. The schooner pilot boats are built at a cost of \$16,000 each; they average in length about 80 feet; beam, 22 feet; depth, $9\frac{1}{2}$ feet, drawing an average of 14 feet, capable of a speed of 12 knots, but while cruising back and forth over their ten-mile route, jog along at about five knots. While in the severest storms at sea, the schooners are sometimes compelled to make harbor in the Horseshoe, and in this case the steam pilot boat takes up the station of the two sailing boats off the lightship, cruising from the Scotland to the Sandy Hook lightship; she is under a penalty to the Commissioners of \$100 if she is not on station, and she remains at sea in every possible kind of weather. To this end she was designed on the general lines of a lifeboat; she can work with either bow or stern to sea; her freeboard is lofty; forward she has a turtle back, to throw off heavy seas; she also has bilge keels to prevent her from rolling heavily. Her dimensions are—length, 155 feet; beam, 28 feet; draught, 14 feet, and she can carry coal, water and stores for one month and provide accommodations for 50 men. To prevent her screw racing when riding high seas, it is placed much farther forward than usual and deeply immersed; this also contributes to quick steering and general

handiness. She has both long, flaring bow and stern, counter carried well down to water line, rendering her ends buoyant, and enabling her to back and go ahead against any sea that may be running; her deck-houses are of iron; her large hoisting engine, used by means of swinging booms, is so arranged as to hoist two boats at once from or into the water. Her engines are 26" x 28" x 30", developing 800 horse-power, working pressure 110 pounds to the square inch. Her cost was \$85,000.

The pilots have a sinking fund in which they are saving for the purpose of building more steamers to take the place of the sailing boats.

The system of signals between the ships and pilot boats, both for night and day, is exceedingly efficient. Under the new system, the pilots avoid many hardships and great danger; the efficiency of the service is superior to the old system, and the saving is nearly \$100,000 a year. Twenty pilot boats, not necessary under the new system, have been disposed of.

Appended please find tables for your further consideration.

Respectfully your obedient servants,

D. C. CHASE,

President.

JOHN R. DEWAR,

Secretary.

KIND AND NUMBER OF VESSELS PILOTED.

MONTHS.	INWARD.						OUTWARD.					
	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1897.												
November.....	86	4	8	2	2	102	79	3	7	2	1	92
December.....	75	5	8	1	3	92	91	4	6	2	3	106
1898.												
January.....	68	5	5	.....	4	82	10	5	10	4	3	32
February.....	63	3	6	2	5	79	74	3	3	.....	4	84
March.....	71	3	12	.....	9	95	77	3	3	2	2	95
April.....	74	5	6	1	15	101	60	2	9	1	4	76
May.....	104	7	7	.....	9	127	95	3	13	.....	7	118
June.....	95	5	12	1	4	117	107	3	7	.....	4	126
July.....	84	7	9	3	2	105	75	5	3	1	3	92
August.....	76	3	10	1	3	93	77	3	3	2	1	91
September.....	87	5	6	1	2	101	81	5	11	.....	4	101
October.....	86	7	4	1	.....	98	99	7	9	1	2	118
Total.....	969	59	93	13	58	1,192	925	56	97	15	38	1,131

FINANCIAL STATEMENT.

1897.	
November.....	\$14,402 38
December.....	15,190 16
1898.	
January.....	12,905 03
February.....	12,503 17
March.....	14,678 50
April.....	12,422 65
May.....	17,029 28
June.....	16,501 49
July.....	13,201 71
August.....	12,280 67
September.....	13,929 13
October.....	14,881 86
Total.....	\$169,876 03

REPORT OF NEW JERSEY PERTH AMBOY PILOTS.

MONTHS.	INWARD.						OUTWARD.					
	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1897.												
November.....			1			1	2					2
December.....							3					3
1898.												
January.....							2					2
February.....					1	1					2	2
March.....							1					1
April.....									1		2	3
May.....									1			1
June.....					1	1	1		2			4
July.....												4
August.....												3
September.....			1			1	1					5
October.....									1		1	2
Total.....			2		2	4	10		5		21	36

EARNINGS OF PERTH AMBOY PILOTS, YEAR 1898.

Stillman E. Parker.....	\$568 79
Thomas B. Liddell.....	24 00
Total.....	\$592 79

REPORT OF NEW JERSEY PERTH AMBOY
PILOTS

Year	NORTH					SOUTH					Total	
	January	February	March	April	May	June	July	August	September	October		
1887												
1888												
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EARNINGS OF PERTH AMBOY PILOTS
YEAR 1898

Richard K. Fisher \$ 100.00
 Thomas E. Fisher \$ 100.00
 Total \$ 200.00