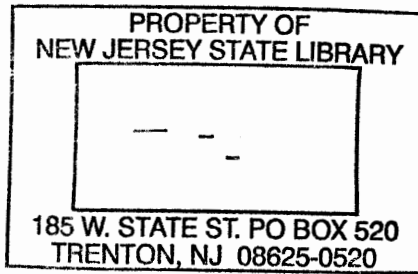


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ANNUAL REPORT
OF THE
BOARD OF COMMISSIONERS OF PILOTAGE
OF THE
STATE OF NEW JERSEY

For Year Ending December 31, 1970

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**124TH ANNUAL REPORT
OF THE
COMMISSIONERS OF PILOTAGE
OF THE
STATE OF NEW JERSEY**

Pursuant to Title 12, Chapter 8 of the New Jersey Statutes, the Commissioners of Pilotage respectfully submit their 124th Annual Report to the Legislature of the State of New Jersey. This report covers the year ending December 31, 1970.

In accordance with the requirements of the Statutes, this report covers the following items:

**A. ALL BONDS TAKEN BY THE COMMISSIONERS
PURSUANT TO SECTION 12:8-7 OF TITLE 12.**

The following bonds were received by the Commissioners during the year 1970 to replace previous bonds which had been cancelled due to the death or retirement of one or more of the sureties:

Pilot	Date of Bond	Sureties
Ahrens, Robert W.	8-13-70	William J. Baeszler and James H. Peterson, Jr.
Baeszler, Wm. J.	3-15-68	William A. Mitchell and F.J. Boslet
Boyan, Andrew T.	8-13-70	William J. Baeszler and James H. Peterson, Jr.
Boslet, Frank J.	8-13-70	William J. Baeszler and James H. Peterson, Jr.
Cox, Richard E.	3-15-70	William A. Mitchell and Frank J. Boslet
Egan, Walter J.	8-13-70	William J. Baeszler and James H. Peterson, Jr.
Jones, Robert D.	8-13-70	William J. Baeszler and James H. Peterson, Jr.
Licata, Joseph	3-15-68	William A. Mitchell and Frank J. Boslet
Keating, James G.	8-13-70	William J. Baeszler and James H. Peterson, Jr.
Mason, George A.	8-13-70	William J. Baeszler and James H. Peterson, Jr.
Mitchell, Wm. A.	8-13-70	William J. Baeszler and James H. Peterson, Jr.
O'Donnell, Edw. D.	8-13-70	William J. Baeszler and James H. Peterson, Jr.
Oldmixon, John C.	8-13-70	William J. Baeszler and James H. Peterson, Jr.
Peterson, James H., Sr.	8-13-70	William J. Baeszler and James H. Peterson, Jr.

Peterson, James H., Jr.	8-13-70	William J. Baeszler and Lester T. Earl
Reed, C. C.	8-13-70	William J. Baeszler and James H. Peterson, Jr.
Schweers, Herbert A.	8-13-70	William J. Baeszler and James H. Peterson, Jr.
Sloat, C. Edgar	8-13-70	William J. Baeszler and James H. Peterson, Jr.
Smith, David T.	8-13-70	William J. Baeszler and James H. Peterson, Jr.

The following bonds were received by the Commissioners during the year 1970 as a condition to pilots receiving their original licenses:

Whiteside, Conrad A.	4 -1-70	William J. Baeszler and James H. Peterson, Jr.
McInerney, Daniel J.	7- 8-70	George W. Kissenberth and Thomas J. McGovern
Deane, Robert A.	9-21-70	William J. Baeszler and James H. Peterson, Jr.

B. AN ABSTRACT OF THE PROCEEDINGS OF THE COMMISSIONERS WITHIN THE YEAR 1970.

At the meeting of the Board held on May 20, 1970, Captain John E. Green was sworn in as a Commissioner of Pilotage for a three-year term commencing May 7, 1970.

During the calendar year 1970, the Commissioners advanced two pilots from Third to Second Grade; one pilot from Fourth to Third Grade; one pilot from Fifth to Fourth Grade; and three pilots were granted original licenses as pilots of the Sixth Grade. During the same period the Commissioners registered two apprentices.

The Commissioners investigated a total of 25 reports of marine casualties during 1970. In 22 of these cases the Commissioners determined, after hearings, that no action should be taken against the licenses of the pilots and the cases were closed. In one case, involving a grounding, the Commissioners found that the pilot had made an error in judgment but in view of his past good record as a pilot, no disciplinary action was taken but a letter of reprimand was ordered made a part of the pilot's official record. Two cases remained under investigation at the close of the year awaiting further information before a final determination can be made by the Commissioners.

It should be noted that in 16 of the above-mentioned cases, by reason of a strike, no tugs were available to assist in the maneuvering of the vessels.

The unusually heavy influx of casualty reports necessitated additional meetings of the Board not only so as to permit adequate hearings in all cases but also to prevent the attendance at any one time of so many pilots that it would detract from the efficiency of the pilotage service.

At the Board meeting on August 19, 1970, Captain Lester T. Earl, President of the United New Jersey Sandy Hook Pilots' Association, reported that with the advent of containerships and ships that are generally larger than those which were in operation after World War II, the Pilots' Association found that pilots of the Sixth Grade have very little opportunity to handle vessels because of their license limitations on the depth and tonnage. He said that the Association recommended that after six months of service as a pilot of the Sixth Grade, such pilot be authorized to handle vessels up to 22 ft. in draft and 10,000 tons. He said that a similar recommendation was being made to the Board of Commissioners of Pilots of the State of New York.

At the Commissioners' meeting of September 9, 1970, the recommendation and request of the Pilots' Association was approved, effective September 1, 1970, for a period of

one year expiring August 31, 1971, on the condition, however, that pilots report to the Board at the time they make application for promotion to Pilot of the Fifth Grade the names and drafts of vessels that they piloted pursuant to this increased authorization. It was agreed that the Pilots' Association should be notified of this change but that no amendment should be made to the Regulations as least until the end of the trial period of one year.

At the January 21, 1970 meeting of the Commisisoners they considered the decision handed down by the New York Commissioners with respect to the T/V "SANTA ISABELLA." This vessel, having been at anchorage off Stapleton, Staten Island, got underway for a berth at Perth Amboy, New Jersey, and proceeded outbound down Ambrose Channel, past Channel Buoys Nos. 1A and 2A, and thence to destination via Sandy Hook Channel. The New York Board ruled that for such a voyage a Sandy Hook Pilot is required. The Pilots' Association requested the New Jersey Board to take the matter under advisement and issue a ruling.

On February 27, 1970, the New Jersey Board's opinion was rendered in the form of a letter to the Pilots' Association concurring in the conclusion of the New York Board that under the circumstances set forth above a Sandy Hook Pilot is required.

In October, 1970 the New Jersey Board and the New York Board inaugurated the first of a series of joint meetings. The Boards have found frequently in the past that they have a mutual interest in many matters affecting pilotage in the Greater Port of New York and the members of both Boards were delighted with the opportunity to discuss freely with each other their approach to these problems. It is hoped by the members of the New Jersey Board of Commissioners that these joint meetings will take place on a regular basis in the future.

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C. A STATEMENT OF THE NUMBER OF PILOTS IN COMMISSION AND THE NUMBER OF VESSELS TAKEN IN AND OUT.

The following pilots were active as of December 31, 1970:

R. Ahrens	J.G. Keating	J.H. Peterson, Sr.
W.J. Baeszler	R.V. Keenan	J.H. Peterson, Jr.
F.J. Boslet	G.W. Kissenberth	C.C. Reed
A.T. Boyan	J. Licata	J.L. Renesse
C.I. Britton	G.A. Mason	H.A. Schweers
H.J. Costello	J.F. McCarthy	C.E. Sloat
R.E. Cox	R.J. McCarthy	D.T. Smith
C.W. Dahmen	T.J. McGovern	J.P. Smith
R.A. Deane	D.J. McInerney	K.W. Sorensen
L.T. Earl	D.M. Mercereau	R.C. Sorge
W.J. Egan	W.G. Metting, Jr.	W.W. Sturgeon
J.E. Graham	R. Miller	F.D. Wall
E.J. Haggerty	W.A. Mitchell	T.J. Walsh
W.C. Hall	J.A. Murray	E.H. Weiler
W.C. Hansen	E.D. O'Donnell	C.E. Wendel
J.D. Hasson	A.G. Oldmixon	C.A. Whiteside
R.D. Jones	J.C. Oldmixon	W.F. Winter
		E.G. Young

Retired Pilots

J.D. Beebe	E.W. Florimont
P.V. Burke	C.M. Lowe
W.J. Crocker	W.H. Lowe
H.C. Egan	R.I. Oldmixon

Deceased Pilot

G.J. Madigan — January 6, 1970

The following vessels were serviced during 1970:

	IN	OUT
January	304	301
February	264	247
March	329	303
April	265	266
May	312	319
June	292	290
July	281	307
August	307	289
September	251	272
October	279	284
November	293	291
December	317	307
TOTAL	3,494	3,476

**D. OBSERVATIONS IN RELATION TO THE SYSTEM
OF PILOTAGE.**

***Proposed Appropriations In The Fiscal
Year 1971 For Federal Channel Developments
in New York Harbor***

As in prior years, the Board of Commissioners of Pilotage joined with The Port of New York Authority and other interested associations and agencies in supporting before Congressional Committees appropriations for Federal channel development in New York Harbor. Interest was concentrated in 1970 on the Newark Bay — Hackensack and Passaic Rivers project and the New York Harbor Anchorages project. Of major concern was the urgent need for the widening of Newark Bay Channel between Kill Van Kull and the entrance to Port Newark.

***Central Railroad of New Jersey
Drawbridge Over Newark Bay***

In March of 1970, the Department of Transportation, through the Commander of the Third Coast Guard District, published a notice of a hearing for the purpose of determining whether an alteration is needed, and if so what alterations are needed, in order to facilitate navigation through the drawbridge across Newark Bay between Elizabeth and Bayonne, New Jersey. Navigation in this area has proven difficult for pilots licensed by the New Jersey Board and accordingly the safety of navigation in this area has been of great concern to the Board.

After full discussion, and after consultation with the pilots, the President of the Board attended the public hearing held on April 8, 1970 and submitted a statement urging that alterations be made in the subject bridge. The recommendations were based on the fact that many recently constructed vessels are both longer and wider than those in common use at the time the bridge was constructed. In many instances there is no room for a tugboat to be alongside the vessel to assist in navigation. While the Board did not profess to have the necessary engineering knowledge or advice as to how to correct the situation, the Board recommended that if possible the bridge base structure that now separates the east and west draws be removed. Alternatively, it was suggested that both draws be widened considerably. While it was recognized that the construction work entailed in carrying out the Board's recommendations would interfere with rail traffic using the bridge, it was pointed out that this rail traffic is diminishing whereas waterborne traffic through the draws is increasing at a rapid rate.

Respectfully submitted,
WALTER E. MALONEY
Secretary

COMMISSIONERS OF PILOTAGE

JOHN W. ANDERSON, 96 Highwood Avenue, Tenafly, New Jersey. President of the Board of Commissioners. Holds Master's license unlimited. Graduate of New York State Nautical School, October 1915. Served at sea in United States ships continuously for fifty years commencing as quartermaster in coastwise ships and junior officer on S.S. "St. Louis" and "New York" of the American Line. Served as 2nd officer in Army Transport Service in World War I, then served as chief mate and master on vessels trading between New York and Australia, India, and the Far East. Obtained Master's license and first command in 1920. Served with United States Lines as master from 1925 until retirement in 1964. During World War II commanded Motorship "John Ericsson" and transported over 300,000 American and allied troops to various theatres of war. Later commanded the S.S. "America" for over three years, and the S.S. "United States" for over eleven years, as Commodore of the United States Lines. Commissioned Lieutenant Commander USNR, 25 June 1930 and Captain USNR, 1 January 1946. Retired from USNR, 1 July 1960.

GEORGE N. AXIOTES, 129 North Arlington Avenue, East Orange, New Jersey. Holds Master's license for any ocean, any tonnage, for steam and motor vessels. Licensed Federal pilot. Sea service 1920 to 1945, which included command of American commercial vessels in world trade. Served in Merchant Marine during World War II, and this included service as Convoy Commodore in various areas. Held executive shore positions with steamship and stevedoring companies. Owns and operates a business as Marine Surveyor and Consultant. Is an authorized Inspector for International Cargo Gear Bureau, Inc. Is life member and executive in The Marine Society of the City of New York, founded in 1770 for the improvement of maritime knowledge.

WILLIAM H. BURRILL, 103 North Walnut Street, East Orange, New Jersey. Holder of license as Master of steam and motor vessels, any ocean, any tonnage. Also holds various Federal pilot licenses. Served at sea aboard merchant vessels from 1922 to 1947. Saw service during World War II as officer in United States Naval Reserve. Has served as marine surveyor and marine consultant.

JOSEPH G. GLENNON, 230 Maple Street, Weehawken, New Jersey. Vice President of the Board of Commissioners. Holder of license as Master of steam and motor vessels, any tonnage, on lakes, bays, sounds and rivers since 1944. Also holds Federal pilot's license for New York Harbor and St. Lawrence River, any tonnage, since 1942. Served with the Army Transport Service during World War II in the Southwest Pacific area. Since 1937 has been engaged in Captain's and Pilot's work for all major railroads in New York Harbor. Also employed by Moran Towing Co. Former Commissioner of Parks, Playgrounds and Recreation in the Township of Weehawken.

JOHN E. GREEN, 51 Snyder Avenue, Ramsey, New Jersey. Holds unlimited Master Mariner's license. Graduate Massachusetts Maritime Academy April, 1931. Served in all Licensed Deck Officer capacities including Master 1931-1943. Served in all Theaters of World War II, surviving two sinkings. Held numerous positions ashore with United States Lines Steamship Company and presently their Marine Superintendent at New York. Retired Commander, USNR. Currently a member of the United States Coast Guard Sea Lanes Study Committee, Boston, Mass., member of Marine Society of the City of New York, Boston Marine Society and Council of American Master Mariners.

WALTER E. MALONEY, 31 Forest Drive, Short Hills, New Jersey. Secretary-Treasurer of Board of Commissioners. Attorney in New York City specializing in maritime matters since 1941. Served during World War II on active duty as an officer in United States Coast Guard.

