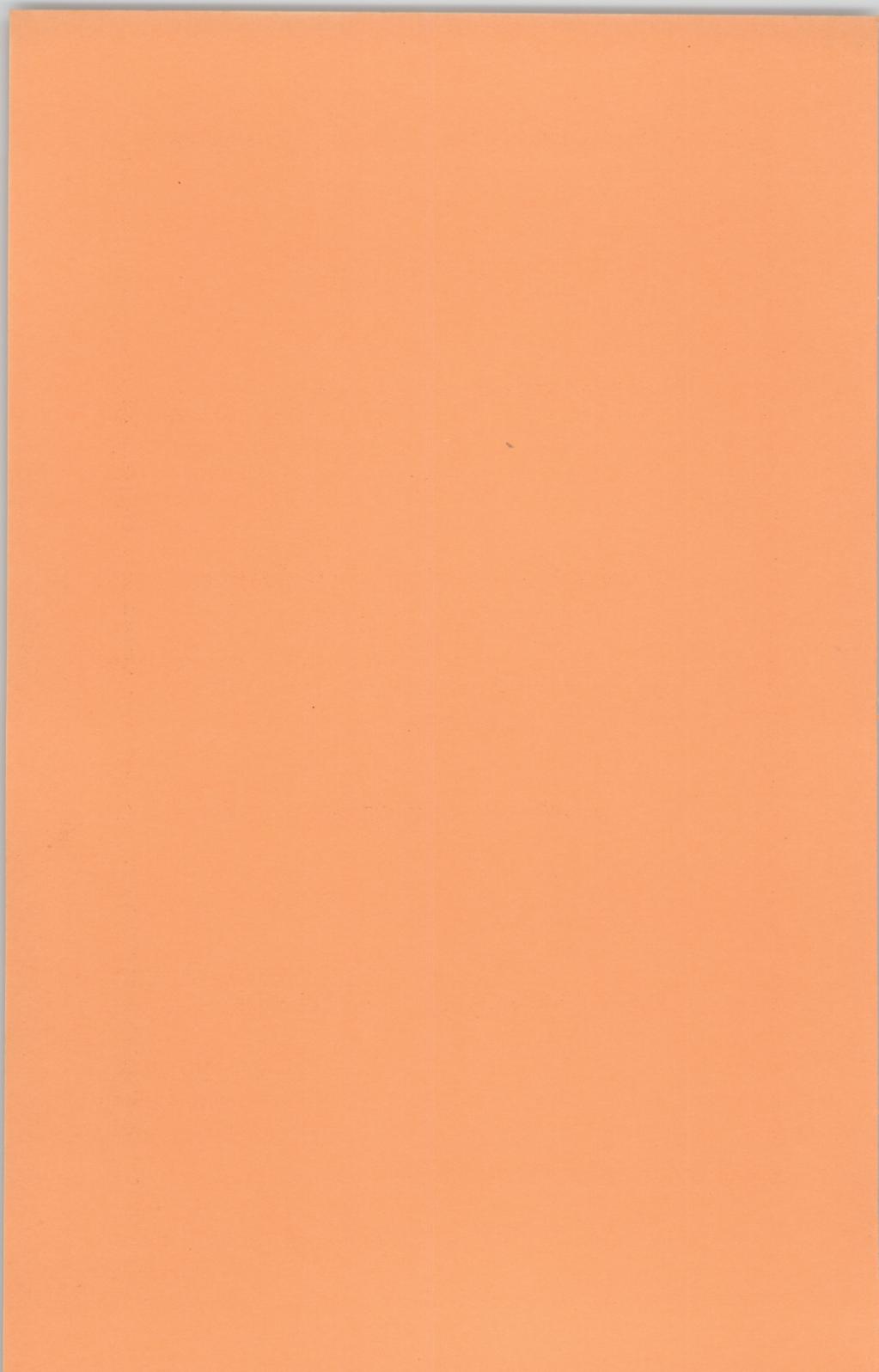


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ANNUAL REPORT
OF THE
BOARD OF COMMISSIONERS
OF PILOTAGE
OF THE
STATE OF NEW JERSEY

For Year Ending December 31, 1966

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For Year Ending December 31, 1966

**120th 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 120th Annual Report to the Legislature of the State of New Jersey. This report covers the year ending December 31, 1966.

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

A. ALL BONDS TAKEN BY THE COMMISSIONERS PURSUANT TO SECTION 12:8-17 OF TITLE 12.

At their regular meeting on May 18, 1966, the Commissioners accepted from Pilot William G. Metting, Jr. a bond signed by Pilots W. A. Mitchell and H. J. Costello as sureties.

This bond was given as a condition to the pilot receiving his original license.

B. AN ABSTRACT OF THE PROCEEDINGS OF THE COMMISSIONERS WITHIN THE YEAR 1966.

At the meeting of the Board held on May 18, 1966, Captain James A. Cox was sworn in as a Commissioner of Pilotage for a new three-year term commencing April 22, 1966.

At the meeting of the Board held on June 15, 1966, Commodore John W. Anderson was sworn in as a Commissioner of Pilotage for a three-year term commencing June 6, 1966.

During the calendar year 1966 the Commissioners advanced five pilots from the Second to First Grade; one pilot from Third to Second Grade; two pilots from Fifth to Fourth Grade; two pilots from Sixth to Fifth Grade; and one pilot was granted an original license as a pilot of the Sixth Grade. During the same period the Commissioners registered two apprentices.

The Commissioners investigated eight reports of marine casualties, including one which had been held over from the previous year. In seven 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. One case remained under investigation at the close of the year awaiting further information before a final determination can be made by the Commissioners.

In April, 1966 the New York State Legislature passed and the Governor of the State signed legislation increasing the Sandy Hook pilotage rate from \$8.25 per draft foot to \$10.00 per draft foot, effective June 1, 1966. Chapter 8, Section 12:8-33 of the New Jersey Statutes requires that changes shall be made in the rates of pilotage for pilots licensed by the State of New Jersey to conform to any changes made in the rates of pilotage for pilots licensed by the State of New York. Accordingly, Section 38 of the Board's Regulations was amended to conform to the New York legislation.

With regard to the medical reports submitted to the Commissioners with all applications for promotion, the Commissioners instructed the United New Jersey Sandy Hook Pilots' Association that in the future all such reports should specify under the heading of "Rating and Remarks" that the pilot's eye examination shows him "fit for duty as a pilot" or "unfit for duty as a pilot" as the case may be.

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, 1966:

| | | |
|----------------|---------------------|---------------------|
| R. Ahrens | R. D. Jones | J. H. Peterson, Sr. |
| W. J. Baeszler | J. G. Keating | 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 |
| P. V. Burke | J. F. McCarthy | C. E. Sloat |
| H. J. Costello | R. J. McCarthy | D. T. Smith |
| R. E. Cox | T. J. McGovern | J. P. Smith |
| P. L. Cullison | D. M. Mercereau | K. W. Sorensen |
| L. T. Earl | W. G. Metting, Jr. | R. C. Sorge |
| H. C. Egan | R. Miller | W. W. Sturgeon |
| W. J. Egan | W. A. Mitchell, Jr. | F. D. Wall |
| J. E. Graham | J. Murray | T. J. Walsh |
| E. J. Haggerty | E. D. O'Donnell | E. H. Weiler |
| W. C. Hall | A. G. Oldmixon | C. E. Wendel |
| W. C. Hensen | J. C. Oldmixon | W. F. Winter |
| W. W. Hanson | R. I. Oldmixon | E. G. Young |
| J. D. Hasson | | |

Retired Pilots

| | | |
|-----------------|--------------|---------------|
| J. D. Beebe | J. L. Hall | W. H. Lowe |
| W. J. Crocker | F. B. Lennan | G. J. Madigan |
| F. W. Florimont | C. M. Lowe | G. Oldmixon |

Deceased

L. E. Oldmixon - February, 1966

The following vessels were serviced during 1966:

| | IN | OUT |
|-----------|-------|-------|
| January | 356 | 329 |
| February | 366 | 350 |
| March | 379 | 426 |
| April | 341 | 345 |
| May | 346 | 326 |
| June | 289 | 290 |
| July | 336 | 366 |
| August | 369 | 395 |
| September | 347 | 338 |
| October | 360 | 336 |
| November | 355 | 302 |
| December | 368 | 371 |
| TOTAL | 4,212 | 4,174 |

D. OBSERVATIONS IN RELATION TO THE SYSTEM OF PILOTAGE.

The Commissioners noted with considerable pride that two applicant-apprentices of the United New Jersey Sandy Hook Pilots' Association had been commended for the skill and courage they displayed in the rescue of crew members of the deep laden ocean tanker "Chelwood Beacon" which grounded off the beach at Sandy Hook during a blizzard in January, 1966.

These young men, Mr. Robert A. Deane and Mr. Robert Rice, repeatedly risked their lives in literally plucking men from a ladder one at a time from the stricken vessel. In concert with Mr. John Punger, an apprentice of the United New York Sandy Hook Pilots' Association, who operated the pilot launch, Mr. Deane and then Mr. Rice worked their way to the bow of the launch which was held close to the ladder, and as the launch would rise on a swell, each crew member would be helped from the ladder to launch. This procedure was followed until all were rescued.

It is gratifying to note that these young men have been commended in writing by Rear Admiral I. J. Stephens, Commander, Third District, United States Coast Guard. They were also commended by the Commissioners of Pilotage of the States of New York and New Jersey as well as the Pilots' Associations themselves. They were given plaques by the Council of American Master Mariners and the Carnegie Award for Heroism--all of which are richly deserved.

Harbor Improvements

As in previous years, the Commissioners have observed with keen interest all action looking toward the improvement of the Port of New York and its various waterways.

The Commissioners were requested by the Port of New York Authority to add their support to the proposal to include several vitally needed projects in the 1966 Rivers and Harbors Act, particularly improvements to the Newark Bay and Hackensack River area as recommended by the United States Army Corps of Engineers. Congress did enact such legislation thereby successfully concluding the intense efforts on the part of many maritime interests to bring about the commencement of the improvements which are so critically needed in the interest of safer and more efficient navigation in the Port of New York.

Fixed Navigational Aids in Sandy Hook Channel

The Commissioners were requested by the United New York and New Jersey Sandy Hook Pilots' Associations to support their proposal to the United States Coast Guard that four beacons be established at several locations in Sandy Hook Channel in order to insure safe and uninterrupted traffic regardless of ice and other conditions. Despite the fact that the Coast Guard makes a heroic effort to keep existing buoys on their charter positions and functioning properly, the buoys are often dragged off station with each change of tide and many of them are either submerged or set adrift. The inability to maintain dependable navigational aids in Sandy Hook Channel, due to ice, is a cause for considerable concern among the pilots and the operators whose vessels transit this area. At the end of the year no decision had been made in this regard, but the Commissioners are hopeful that the Pilots' recommendations will

Federal Anchorage No. 44

In their report submitted for the year ending December 31, 1965, the Board commented on the recommendation by the United States Coast Guard to the United States Army Engineers that the time limit in Federal Anchorage No. 44 be reduced from 30 days to 48 hours. Due to the small area of the anchorage, difficulties had arisen because of congestion caused by vessels anchoring for an extended length of time, thus prohibiting use of the area by the maritime interest actively engaged in the fast turnover type of operations.

It was with great interest that the Commissioners learned that as of April 4, 1966 the time limit for vessels in Anchorage No. 44 will be 48 hours, except in special instances when the Coast Guard approves vessels anchoring for a longer period of time.

Proposed Relocation and/or Discontinuance of Ambrose Channel Buoys

During October the Commissioners were advised that the Coast Guard had issued a "Notice to Mariners" indicating that recommendations had been made by certain maritime interests with regard to the relocation of Ambrose Channel lighted buoys 17 and 18 and the discontinuance of buoys 15 and 16.

The United New York and New Jersey Pilots' Associations expressed to the Coast Guard their concern with respect to the proposals. They explained that the present location of the buoys in question had proven adequate for many years and with the advent of larger ships and deeper drafts it would seem that the number of buoys should be increased rather than reduced.

Later in the year advice was received from the Coast Guard to the effect that based upon adverse comments received from interested persons, it was decided not to make the changes which had been proposed.

Bridge-to-Bridge Radiotelephone Communication

Representatives of the United New Jersey Sandy Hook Pilots' Association met several times in 1966 with representatives of the American Merchant Marine Institute, Inc., with regard to portable bridge-to-bridge radiotelephones.

The pilots and the Institute are in favor of the idea of using radiotelephones. However, there are some areas that need to be further discussed before it becomes a reality.

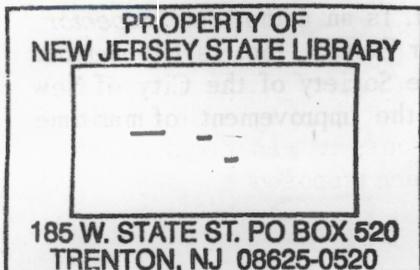
There is pending a nationwide proposal to make the use of this equipment mandatory before a vessel can enter a United States port. If it becomes law, it will mean that all vessels whether under United States registry or under foreign registry will be required to have the equipment on board.

Hell Gate Pilots

On August 1, 1966, the United New York Sandy Hook Pilots' Association was directed by the Board of Commissioners of Pilots of the State of New York to assume control of the Hell Gate Pilots' Association.

Inasmuch as Hell Gate is the "backdoor" to the Port of New York, the United New Jersey Sandy Hook Pilots' Association has made a request that qualified pilots from that Association be permitted to pilot in this area also.

At the end of the year no resolution had been made incident to this matter and it was still under consideration.



Respectfully submitted,
GEORGE N. AXIOTES

Secretary

COMMISSIONERS OF PILOTAGE

JOHN W. ANDERSON, 96 Highwood Avenue, Tenafly, New Jersey--Holds Master's license unlimited. Graduate of New York State Nautical School, October 1915. Served at sea in U. S. 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 One, then served as chief mate and master on vessels trading between New York and Australasia, India and the Far East. Obtained master's license and first command in 1920. Served with U.S. Lines as master from 1925 until retirement in 1964. During World War Two 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. Currently serving as Chairman of the USCG Sea Lanes Study Committee of New York and also as a member of the of the USCG Oil Pollution Panel.

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 Inter-national 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.

THOMAS L. BALL, 2 Kensington Avenue, Jersey City, New Jersey--Holder of pilot's license since 1917 and of a Master's license since 1918. Served with the Army Transport Service during World War I and with the United Shipping Board thereafter. From 1922 to date has been engaged in docking and undocking and transporting vessels in the Port of New York.

WILLIAM H. BURRILL, 103 North Walnut Street, East Orange, New Jersey--Vice President of the Board of Commissioners, 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.

JAMES A. COX, 16 Elmwood Place, Elizabeth, New Jersey--President of the Board of Commissioners. Obtained first pilot's license in 1924 and his Master's license in 1925. Engaged in marine business since 1909 and from 1916 to 1948 owned and operated his own towing business. Served as Harbor Master for the Port of Elizabeth, New Jersey, from 1932 to 1945.

HAROLD F. CRAVEN, 271 Brookside Avenue, Allendale, New Jersey--Secretary-Treasurer of the Board of Commissioners. Graduate of Massachusetts Nautical School. Holds license as master of steam and motor vessels on the waters of any ocean, any tonnage, and various Federal pilot licenses. Sailed as quarter-master 1915-1917, and thereafter, until 1946, as a licensed deck officer. During World War I and World War II saw service in tankers and served during World War II as commodore of fast trans-Atlantic convoys.

WILLIAM W. KUHNE, 30 Hillside Road, Sparta, New Jersey--Holder of license as Master of steam, motor or sailing vessels, any ocean, any tonnage. Also holds various Federal pilot licenses. Retired in 1953 after 51 years of service in the merchant marine. Served a total of 24 years in United States Navy and United States Naval Reserve, retiring in 1952 as a commander.

(Commission expired May, 1966.)

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