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ANNUAL REPORT

OF THE

**Board of Commissioners
of Pilotage**

OF THE

STATE OF NEW JERSEY

For Year Ending December 31, 1963.

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**117TH 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 117th Annual Report to the Legislature of the State of New Jersey. This report covers the year ending December 31, 1963.

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.

There were no bonds taken by the Commissioners during the year 1963 due to the fact that no pilots received original licenses during that period.

B. AN ABSTRACT OF THE PROCEEDINGS OF THE COMMISSIONERS WITHIN THE YEAR 1963.

At the meeting of the Board held on May 15, 1963, Captain James A. Cox and Captain William W. Kuhne were sworn in as Commissioners of Pilotage for new three-year terms, commencing April 22, 1963 and May 6, 1963, respectively.

During the calendar year 1963 the Commissioners advanced two pilots from the Fourth Grade to Third Grade; one pilot from Fifth Grade to Fourth Grade; and two pilots from Sixth Grade to Fifth Grade. During the same period the Commissioners registered two apprentices.

The Commissioners investigated fifteen reports of marine casualties. In all of these cases, including two which had been held over from the previous year, the Commissioners determined, after hearings, that no action should be taken against the licenses of the pilots and the cases were closed.

As reported in the Annual Report for the year ending December 31, 1962, the Board increased the tonnage restriction for pilots of the Fifth Grade from 11,500 gross registered tons to 13,000 gross registered tons. This increase was granted on a trial period of one year, effective February 22, 1962, and the Pilots' Association was instructed to report quarterly on the experience of pilots of the Fifth Grade who were called on to handle vessels of this increased tonnage. At the regular meeting of the Board in March 1963, it was noted that quarterly reports had been received from the Pilots' Association, which reports showed that very few pilots of the Fifth Grade had handled vessels over 11,500 gross registered tons but not in excess of 13,000 gross registered tons pursuant to the temporary permission granted by the Board. However, all of these vessels had been handled without incident. On the basis of this experience and for the reasons advanced at the time that the temporary increase was granted, the Board amended its regulations so as to fix permanently the tonnage restriction for pilots of the Fifth Grade at 13,000 gross registered tons.

In a similar action the Board undertook consideration of an increase in the draft of vessels which can be handled by a pilot holding a license of the Third Grade. Pilots in this Grade had been permitted to handle vessels of draft not to exceed 32 feet and with a gross registered tonnage not in excess of 33,000 gross registered tons. Pilots holding licenses of the Third Grade are required by this Board's regulations to serve two years in this classification before becoming eligible for promotion to pilots of the Second Grade. In February 1963, the Board adopted a resolution providing that for a trial period of one year, beginning March 1, 1963, pilots holding licenses of the Third Grade and having completed one year of service in that Grade shall be permitted to handle vessels of draft not to exceed 34 feet. The tonnage restriction, 33,000 gross registered tons, remained the same. It was felt that this amendment would permit pilots of the Third Grade to gain greater experience in handling deeply laden vessels. Here, again, the Pilots' Association was instructed to submit a report to the Board on or about March 1, 1964, giving detailed information as to the results of this experimental period.

The Pilots' Association also communicated with the Board in connection with the training of apprentices, asking that the training period aboard ships be extended from six to nine months. It was urged by the Association that this training would be more valuable to the apprentice than if such period were spent in the wheel-house of the pilot boat. The Board's regulations had provided that the riding period of an apprentice on board inward and outward bound vessels be commenced at the beginning of the 43rd month of his apprenticeship and continue for not less than six months thereafter. The Association pointed out that there are times when the apprentice's service aboard the pilot boat can be dispensed with. The Board concluded that this additional period of riding vessels would be beneficial to the pilotage service so long as it did not interfere with the operation of the pilot boat. Accordingly, the Board's regulations were amended to permit such riding to commence not earlier than the beginning of the 40th month of a man's apprenticeship. The six months' minimum riding period remains but may be extended to as much as nine months. The Board also retained the requirement that an apprentice must accompany a licensed pilot on not less than 150 trips before he may be licensed as a pilot.

J. D. Borden
 H. M. Clarke, Jr.
 W. J. Crocker
 F. W. Ebbotson
 G. Oldison
 E. Oldison
 W. H. Lowe

The following table shows the number of apprentices who were licensed during 1901

Month	Number of Apprentices Licensed
OCT	17
NOV	21
DEC	13
JAN	11
FEB	17
MAR	28
APR	32
MAY	19
JUN	18
JUL	21
AUG	21
SEP	20
OCT	28
NOV	22
DEC	22
TOTAL	388

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, 1963:

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

Retired Pilots

J. D. Beebe	J. L. Hall	G. J. Madigan
H. M. Clarke, Jr.	F. B. Lennan	G. Oldmixon
W. J. Crocker	C. M. Lowe	L. E. Oldmixon
F. W. Florimont	W. H. Lowe	

The following vessels were serviced during 1963:

	IN	OUT
January	252	211
February	443	415
March	419	417
April	362	348
May	349	382
June	356	348
July	360	371
August	328	351
September	321	304
October	355	348
November	362	343
December	381	362
TOTAL	4,288	4,200

D. OBSERVATIONS IN RELATION TO THE SYSTEM OF PILOTAGE.

Harbor Improvement Matters

The Commissioners continued their interest and activity in harbor improvement matters during 1963. Of particular importance were the improvements proposed for the North Reach Channel of Newark Bay. Deepening of this channel had been authorized by Congress in 1954 but no funds had been appropriated therefor. During 1963 several groups actively interested in the development of Newark Bay undertook a campaign to have Congress recognize the need for this improvement and appropriate the necessary funds. The Board addressed a communication to Senator Harrison A. Williams expressing its interest in this proposal and urging him to lend his efforts toward getting the necessary funds appropriated. Both the Senate and House approved the needed appropriation and with the President's signature on the bill this improvement came closer to being a reality.

The Board was also represented at several hearings held by the Corps of Engineers, Department of the Army, in connection with various proposed improvements in the Port of New York.

Aids to Navigation

The Commissioners have cooperated with other interested groups and agencies in a study of the feasibility of substituting so-called "Texas Towers" for the Ambrose and Scotland Lightships. When it was learned that consideration was being given to the replacement of both Lightships by a single tower, the Commissioners expressed their concern over the concentration of traffic that this would engender. By the end of the year proposals had been advanced that for a trial period one of the Lightships be shifted from spot to spot to determine whether it is feasible to replace both vessels with one tower. It was also suggested that buoys be placed at strategic spots to assist navigation.

Consideration was also given to the proposal that navigation aids be installed to mark Sandy Hook Channel. Pilots have experienced hazardous conditions each year during the time when floe ice from the Hudson River and other tributaries of the Harbor accumulates in the Lower Bay in the vicinity of Sandy Hook. This ice frequently drags all of the buoys from their assigned positions, giving rise to great danger in navigating Sandy Hook Channel. In response to these efforts a beacon has now been established at the point of Sandy Hook.

Bridge-to-Bridge Radiotelephone

The Board has watched with great interest the success of the project in the Delaware Bay and Delaware River area which has permitted bridge-to-bridge radiotelephone communication between vessels. The success of this project has led many interested parties to consider whether similar communication would be feasible within the Port of New York. This possibility has been discussed with the Board of Commissioners of Pilots of the State of New York, and at the joint suggestion of the two Boards the Maritime Association of the Port of New York arranged a meeting to which all interested groups were invited. At this meeting the radiotelephone equipment was demonstrated, detailed reports were presented with respect to the utilization of this equipment in the Delaware Bay and Delaware River area, and a lively discussion ensued as to the possibility of bridge-to-bridge communication in New York Harbor. Late in 1963, the Port of New York Authority announced that it intended to equip vessels utilizing the Port Newark-Port Elizabeth piers with portable bridge-to-bridge radio sets. The plan contemplated that the Sandy Hook pilots would carry the sets aboard all vessels bound to or from Port Newark-Port Elizabeth. The Newark Bay drawbridge of the Central Railroad of New Jersey would also be equipped with a radiotelephone so as to permit communication with vessels approaching the bridge. It is hoped that this project, financed by the Port of New York Authority, will develop sufficient information to assist in making a determination as to whether such communication will be beneficial to traffic in the Port of New York.

Respectfully submitted,

WALTER E. MALONEY

Secretary

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COMMISSIONERS OF PILOTAGE

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, 89 North Arlington Avenue, 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.--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.--President 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 quartermaster 1915-1917, and thereafter, until 1946, as a licensed deck officer. During World War I and World War II saw service in tankers and also 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.

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

1922-1923, 50 Hillside Drive, Jersey City, N. J. Master of steam tugboat sailing vessels for many years. Also for many years Federal pilot inspector. In 1923 after 21 years of service in the United States Navy retired in 1922.

WALTER R. W. Hillside Drive, Jersey City, N. J. New Jersey - Jersey City, N. J. member of the Board of Directors of the New York City Waterways Authority. Also member of the Board of Directors of the United States Coast Guard.





