

Document, No. 26.

Annual Report

OF THE

BOARD OF

Commissioners of Pilotage,

STATE OF NEW JERSEY,

For the Year ending October 31st, 1885.

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Annual Report

BOARD OF

Commissioners of Pilotage

STATE OF NEW JERSEY

For the Year ending October 31st 1885

MEMBERS OF THE BOARD

OF

Commissioners of Pilotage of New Jersey,

OCTOBER 31ST, 1885.

Names.	Residence.
THOMAS S. NEGUS (President).....	Jersey City.
JAMES PARKER (Secretary).....	Perth Amboy.
WILLIAM M. GAMBLE.....	Morristown.
ROBERT SIMONSON.....	Orange.
DANIEL SHARP.....	Bridgeton.
HENRY W. MILLER.....	Morristown.
HENRY C. GULICK.....	Barnegat.

LIST AND TONNAGE OF PILOT BOATS.

OCTOBER 31ST, 1885.

Number 1.	Thomas S. Negus.....	71.85 Tons.
" 2.	Ezra Nye.....	44.28 "
" 3.	Thomas D. Harrison.....	69.71 "
" 4.	David Carl.....	65.59 "
" 5.	William W. Story.....	52.20 "
" 6.	James Gordon Bennett.....	58.78 "
" 7.	Centennial.....	55.25 "
" 8.	Edward E. Barrett.....	65.59 "

REPORT.

OFFICE OF BOARD OF
COMMISSIONERS OF PILOTAGE OF NEW JERSEY,
JERSEY CITY, N. J., December 10th, 1885.

To His Excellency Leon Abbett, Governor of New Jersey:

SIR—The Board of Commissioners of Pilotage of New Jersey has the honor to present herewith its annual report for the year ending October 31st, 1885, as follows:

The past has been an uneventful year, in general, with respect to our pilotage system.

Few complaints of malfeasance or neglect have been presented against any of the pilots, and such as have been made have been of very trivial character, requiring no punitive action except in one instance, in which forfeiture of the pilotage fee was deemed an adequate penalty.

Our pilots are a very competent set of men, who are prompt and efficient in performance of their duties, and they afford little occasion for complaint.

During the year, one pilot boat—the Mary E. Fish, No. 4—was run down and sunk at sea, fortunately without loss of life. She has been replaced by a new and more efficient boat—the David Carll, No. 4.

The arduous and dangerous character of the pilot's avocation will be illustrated by the statement that, during the last two years, four of the New York and New Jersey pilot boats have been run down and sunk at sea. In one case—that of the Columbia, No. 8, of the New York service—all hands were drowned.

During the year, Captain Richard Brown, one of our pilots—whose name will long be remembered with pride as that of him who sailed the yacht America, in the great race of the year 1851, when she carried off the famous cup that England's yachtsmen have never since been able to win back again—has died. His death was precipitated by his feet having been frozen while he was on the bridge of a steamer, in the performance of his duty. As long as he was able, he clung to his post.

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One other pilot—a bright young man, son of one of our oldest pilots—was swept overboard from his boat and drowned at sea.

The Board again calls attention to the propriety and necessity of some provision being made by the Legislature for payment of expenses which the Board may be called upon to incur in the enforcement of the act for the preservation of the navigable waters of this State.

The Board has been called upon once during the year to prevent a threatened and serious obstruction to one of the channels of the Raritan river. In that case, a private individual, who was interested, paid the expense of a tug and provided the necessary means of interference, and the Commissioner whose aid was invoked was thus able to prevent the mischief intended; but, inasmuch as the preservation of these channels is a matter of public as well as private interest, it would seem that the public should not expect private citizens to provide the means and pay the expense of such preservation.

Attention is called to what this Board had the honor to present upon this question last year. Five hundred dollars would not be too much per annum for the State to devote to this laudable purpose.

The mere sight of the broad seal of the State, backed by the knowledge that the Commissioners are prepared to arrest offenders, will suffice, as a general rule, to deter those who are about to violate the law; but these use tugs and scows to break it, and if they are to be arrested *in flagrante delictu*, it can only be done by the use of tugs, and these are not to be had unless their use can be paid for.

The usual annual tables are appended. Table No. 1 shows the rapid decay of the traffic by sailing vessels into the port of New York.

This Board would fail in its duty if it did not, at this time, suggest to the Legislature the propriety of memorializing the Congress of the United States upon the subject of the revival of our shipping.

We have hardly any ocean steamships engaged in foreign trade, and unless something is soon done in its behalf, the Stars and Stripes—fit emblem of liberty, whose glories once illumined every sea and were gilded by the suns and braved the tempests of every clime—will become as rare a sight as the vision of an angel.

By order of the Board.

THOMAS S. NEGUS,
President.

ATTEST:

JAMES PARKER, Secretary.

REPORT OF THE PILOT COMMISSIONERS.

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TABLE No. 1.

Showing Number and Kind of Vessels Piloted by New Jersey Sandy Hook Pilots for the Year ending October 31st, 1885.

MONTHS.	PILOTED INWARDS.						PILOTED OUTWARDS.					
	Steamships.	Ships	Barks	Brigs.	Schooners.	Totals.	Steamships.	Ships	Barks	Brigs.	Schooners.	Totals.
1884.												
November.....	52	12	31	17	10	122	59	10	42	4	1	116
December.....	63	13	35	14	7	132	53	6	25	9	2	95
1885.												
January.....	54	11	38	13	5	121	62	12	35	9	4	122
February.....	61	6	18	9	13	107	61	10	27	14	3	115
March.....	51	17	61	24	19	172	55	10	30	14	5	114
April.....	49	6	53	16	20	144	49	7	29	17	1	103
May.....	60	10	51	20	32	173	63	7	48	10	.....	128
June.....	36	5	24	11	32	108	36	8	25	15	3	87
July.....	61	3	57	23	25	169	56	7	30	16	4	113
August.....	49	12	46	11	6	124	50	6	33	10	5	104
September.....	48	4	28	12	10	102	51	8	39	8	1	107
October.....	57	6	22	10	12	107	55	9	17	7	5	93
Total, 1885.....	641	105	464	180	191	1581	650	100	380	133	34	1297
Total, 1884.....	627	99	519	239	140	1624	596	88	413	154	31	1282
Increase.....	14	6	...	...	51	...	54	12	.....	.....	3	15
Decrease.....	.....	.....	55	59	.....	43	.....	.....	33	21	.....	.....

Total number Sandy Hook pilots..... 65
 " " Perth Amboy pilots..... 3