

Document No. 28.

ANNUAL REPORT

OF THE

BOARD OF

Commissioners of Pilotage,

OCTOBER 31st, 1894,

TO OCTOBER 31st, 1895.

REPORT.

MEMBERS OF THE BOARD

OF

COMMISSIONERS OF PILOTAGE OF NEW JERSEY.

NOVEMBER 1ST, 1895.

NAMES.	RESIDENCE.
DANIEL C. CHASE (President).....	South Amboy.
ELIAS A. NEWELL (Secretary).....	Haleyville.
HENRY W. MILLER.....	Morristown.
HENRY C. GULICK.....	Barnegat.
MARK TOWNSEND.....	Pleasantville.
JOHN R. DEWAR.....	Jersey City.

(3)

REPORT.

To His Excellency George T. Werts, Governor, and to the Legislature of New Jersey :

As required by Section 12 of "An act to establish and regulate pilotage," approved April 17th, 1846, the several amendments thereto, and the laws governing obstructions to navigation, fisheries, &c., the Board of Commissioners of Pilotage respectfully submits a report for the fiscal year ending with October 31st, 1895.

By Assembly Bill No. 465 of the State of New Jersey, introduced April 23d, 1894, by Mr. Burton,

"That the Governor, by and with the advice and consent of the Senate and General Assembly of the State of New Jersey, shall appoint six Commissioners of Pilotage—not more than three shall be members of the same political party—who shall hold their offices respectively for three years.

"And be it enacted, That the terms of the several Commissioners now in office under the act to which this is a supplement and the various supplements thereto shall cease and determine upon the appointment and confirmation of the Commissioners provided for on May 18th, 1894."

The Governor appointed, and was confirmed by the Senate, the following Commissioners of Pilotage: Henry W. Miller, John R. Dewar, Elias A. Newell, Henry C. Gulick, Mark Townsend and Hon. Daniel C. Chase, who entered the Board on May 25th, 1894, and on June 14th, 1894.

On March 4th, 1895, Senate Bill No. 224, was introduced by Mr. Smith and referred to Committee on Militia, "A further supplement to 'An act to establish and regulate pilots for the ports of Jersey City, Newark and Perth Amboy by way of Sandy Hook,' approved April 17th, 1846 :"

"Be it enacted by the Senate and General Assembly of the State of New Jersey, That the sum of twelve hundred dollars shall be the

annual appropriation for the State Board of Commissioners of Pilotage, to be expended by them in defraying the expenses of the enforcement of the laws in violation to obstructions in the channels and harbors, and to prevent the dumping of mud and other refuse matter in obstructing navigation, and for such other purposes as they may deem advisable and as they may direct.

"And be it enacted, That the Treasurer of this State is hereby authorized, upon the warrant of the Comptroller, to pay to the President of the Board of Pilot Commissioners, from any money not otherwise appropriated, the sum provided for in the first section of this act.

"And be it enacted, That this act shall take effect immediately."

We beg to report that we have chartered a steamer on several occasions for the purpose of ascertaining if there are any apparent obstructions to the free navigation of the harbor, bay, and tributaries of New York, New Jersey, &c., also to see as far as possible that there is no illegal dumping of ashes, mud, &c., in the harbor. Our efforts in this respect have no doubt been very beneficial to the maritime interests of the State.

January 13th, 1895, Pilot John Reardon, Jr., departed this life. January 31st, 1895, Chas. E. Warner, departed this life.

March, 1894, New Jersey pilots proposed substituting steam vessels instead of sailing vessels for pilotage for the bay and harbor of New York, New Jersey and adjacent ports. It was approved by the New Jersey Commissioners of Pilotage, provided a fair and equitable arrangement can be entered upon between the New Jersey Sandy Hook pilots, so that their present individual and personal interests as they now exist in the business be not injured and the public service be not impaired. No agreement between the New Jersey Sandy Hook pilots and the New York Sandy Hook pilots in substituting steam for sail has been agreed upon.

As a detailed statement of all the trials, disciplines, claims for pilotage, &c., &c., would make the report too lengthy, suffice it to say that all cases have been adjusted strictly in accordance with law and rules.

At a regular meeting held in Jersey City, March 14th, 1895, John Peterson was examined and a deputy branch license was granted him to act as a Sandy Hook pilot.

At a regular meeting held in Jersey City, July 11th, 1895, Harry

Mix was examined and a deputy branch license was granted him to act as a Sandy Hook pilot.

The number of New Jersey State pilot boats now in the service is eight (8), and the number of pilots holding licenses from this Board is fifty-four (54), of which fifty-three (53) are in active service as Sandy Hook pilots, one (1) is inactive and superannuated, and there are two (2) Amboy local pilots. The number of apprentices now is three (3).

We have endeavored to faithfully perform our duties to the State, its Executive and Legislature, and trust we may thus enjoy their confidence.

Friendly relations continue to exist between this Board and the New York Board of Pilot Commissioners.

Appended please find tables for your further consideration.

Respectfully your obedient servants,

D. C. CHASE,
President.

E. A. NEWELL,
Secretary.

At the meeting of the Board of Commissioners of Pilotage for the State of New Jersey, September 12th, 1895, the following resolution was unanimously adopted:

"*Be it Resolved*, That the Chairman of the Executive Committee be and is hereby requested to prepare the Annual Report to his Excellency, the Governor, and Legislature for the fiscal year ending October 31st, 1895."

Compiled in accordance with the foregoing resolution.

JOHN R. DEWAR,
Chairman Executive Committee.

TABLE I.

Report of Commissioners of Pilotage, showing Number and Class of Vessels Piloted by New Jersey Sandy Hook Pilots during the year ending October 31st, 1895.

MONTHS.	INWARD.						OUTWARD.					
	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1894.												
November	54	7	8	1	5	75	52	3	5	2	1	63
December	53	7	7	2	3	72	54	2	10	2	.....	68
1895.												
January	51	5	4	1	6	67	56	7	4	1	.....	68
February	53	6	3	3	4	69	54	7	4	1	.....	66
March	46	10	9	.....	11	76	46	5	6	2	2	61
April	70	3	12	3	12	100	63	5	5	.....	.....	73
May	70	4	15	3	16	108	63	8	8	1	1	81
June	59	6	10	1	11	87	67	1	11	1	1	81
July	59	4	17	5	15	100	49	3	7	2	2	63
August	83	4	11	5	5	108	74	3	9	6	.....	92
September	72	4	3	3	4	86	72	2	5	4	1	84
October	67	6	9	.....	2	84	71	5	6	3	3	88
Total	737	66	108	27	94	1032	721	51	80	25	11	888

TABLE I.

Report of Commissioners of Pilotage showing Number and Class of Vessels Piloted by New Jersey Sandy Hook Pilots during the year ending October 31st, 1895.

MONTH	INWARD					OUTWARD				
	Light	Light	Light	Light	Light	Light	Light	Light	Light	Light
January	1	1	1	1	1	1	1	1	1	1
February	1	1	1	1	1	1	1	1	1	1
March	1	1	1	1	1	1	1	1	1	1
April	1	1	1	1	1	1	1	1	1	1
May	1	1	1	1	1	1	1	1	1	1
June	1	1	1	1	1	1	1	1	1	1
July	1	1	1	1	1	1	1	1	1	1
August	1	1	1	1	1	1	1	1	1	1
September	1	1	1	1	1	1	1	1	1	1
October	1	1	1	1	1	1	1	1	1	1
Total	10	10	10	10	10	10	10	10	10	10

Earnings of New Jersey Sandy Hook Pilots Attached to Boats.

Names and Tonnage of New Jersey Sandy Hook Pilot Boats.

October 31st, 1895.

	Tonnage.
Number 1. Thomas S. Negus.....	71.85
Number 2. Eldridge T. Gerry.....	62.00
Number 3. Thomas D. Harrison.....	69.72
Number 4. Friend.....	47.00
Number 5. D. T. Leahy.....	70.99
Number 6. James Gordon Bennett.....	70.00
Number 7. Centennial.....	55.25
Number 8. Edward E. Barrett.....	65.59
Total number of New Jersey Sandy Hook pilots holding commissions.....	54
Number of inactive and incapacitated.....	1
Number of apprentices.....	3
Number of Amboy local pilots.....	2

Earnings of New Jersey Sandy Hook Pilots Attached to Boats.

1894.	
November	\$10,430 01
December.....	10,650 81
1895.	
January.....	11,110 26
February.....	11,047 63
March.....	10,023 06
April.....	12,137 19
May.....	11,598 95
June.....	10,898 86
July.....	9,544 87
August.....	13,048 10
September.....	11,919 41
October.....	11,971 38
Total.....	\$134,380 53

REPORT OF UNATTACHED NEW JERSEY SANDY HOOK PILOT JOSEPH H. McLEAN.

MONTHS.	INWARD.					OUTWARD.						
	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1895.												
February.....									2			2
March.....									2		3	5
Transporting							4					4

Earnings, February and March, 1895.....	\$205 29
Earnings.....	30 00
Earnings.....	103 32
	\$338 61

REPORT OF UNATTACHED NEW JERSEY SANDY HOOK
PILOT GEORGE F. WATSON.

MONTHS.	INWARD.					OUTWARD.						
	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1895.												
February.....							1		2	1	7	11
March.....											6	6
April.....								2	2	2	2	6
May.....							1		2	1	1	6
June.....									2		2	4
July.....							1		2	1		4
Total.....							3		10	6	18	37

Earnings.

February.....	\$256 45
March.....	125 78
April.....	96 80
May.....	90 19
June.....	68 98
July.....	61 05
August.....	61 11
September.....	104 33
October.....	118 61
	<u>\$983 30</u>

EARNINGS OF PERTH AMBOY PILOTS, YEAR 1895.

STILLMAN PARKER.

January, February and March.....	\$189 00
April, May and June.....	156 00
July, August and September.....	152 71
	<u>\$497 71</u>

THOMAS B. LIDELL.

March, April and June.....	\$72 00
July and September.....	.....
	<u>\$72 00</u>

REPORT OF NEW JERSEY PERTH AMBOY PILOTS.

MONTHS.	INWARD.					OUTWARD.						
	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1895.												
January.....	1			1	2	4	2					2
February.....	1		1		1	3	2					2
March.....			1		1	2	1		1			3
April.....	2				2	4					1	1
May.....			1		1	2	1					1
June.....	1				2	3					3	3
July.....	2		1		3	6					1	1
August.....							1					1
September.....	1				1	2	1				3	4
Total.....	8		4	1	13	26	8		1		9	18

RETURNS FROM UNATTACHED NEW JERSEY SANDY
HOOK PILOT

Patrick Maher.....	\$183 48
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REPORT OF NEW JERSEY BERTH AMBOY PILOTS

MONTH	DAYS									
	1	2	3	4	5	6	7	8	9	10
January										
February										
March										
April										
May										
June										
July										
August										
September										
October										
November										
December										
Total										

RETURNS FROM UNATTACHED NEW JERSEY BANDY HOOK PILOT

January	
February	
March	
April	
May	
June	
July	
August	
September	
October	
November	
December	
Total	

EARNINGS OF BERTH AMBOY PILOTS YEAR 1884

Period	Earnings
January, February and March	\$100.00
April, May and June	125.00
July, August and September	150.00
October, November and December	175.00
Total	\$550.00

THOMAS R. LINDSEY

APPENDIX A

At the meeting of the Board of Commissioners of Pilots at Taylor's Hotel, Jersey City, December 12th, 1884, on motion the Executive Committee was directed to prepare and forward to the Governor and Legislature a supplementary report setting forth the reorganization of the New Jersey Pilot System.

To His Excellency Governor of New Jersey:

SIR—Inasmuch as the New Jersey Sandy Hook pilots have, after mature deliberation and in consultation with this Board, decided to relinquish their work for other vessels or pilot boats, making it necessary thereby that certain changes in the present system be effected, the Board of Commissioners of Pilots for the State of New Jersey do hereby submit the following report which is respectfully requested.

APPENDIX.

not only a natural advantage in efficiency but is so considered by the progress of the age. It will be in the opinion of the Board of great advantage to the commerce shipping interests entering and departing through the waters of Sandy Hook, with the pilots well equipped to accomplish their work with greater efficiency and with less hazard to life and property.

Your Commissioners have taken care to guide the change from the old system to the new so that the new regulations shall not conflict with the existing laws of the State governing the New Jersey Sandy Hook pilots.

Appended, please find copies of correspondence, meetings and regulations in reference to the same.

Respectfully submitted,

J. R. DEWIA,
D. C. CHASE,
H. W. MILLER

Executive Committee

JERSEY CITY, N. J., January 8th, 1885.

APPENDIX A.

At the meeting of the Board of Commissioners of Pilotage, at Taylor's Hotel, Jersey City, December 12th, 1895, on motion the Executive Committee was directed to prepare and forward to the Governor and Legislature a supplementary report setting forth the reorganization of the New Jersey Pilot System.

To His Excellency Governor of New Jersey :

SIR—Inasmuch as the New Jersey Sandy Hook pilots have, after mature deliberation and in consultation with this Board, decided to substitute steam vessels for sailing vessels as pilot boats, making necessary thereby many radical changes in the system which has heretofore governed the working of the pilots, the Board of Commissioners of Pilotage for New Jersey deem it expedient, as it is their duty, to submit the following supplement to their annual report already rendered.

The change from sail power to steam power in the pilot boats is not only a natural advance in efficiency, but is an advance demanded by the progress of the age. It will, in the opinion of the Board, be of great advantage to the enormous shipping interests entering and departing through the waters of Sandy Hook, while the pilots will accomplish their work with greater efficiency and with less hazard to life and property.

Your Commissioners have taken care to guide the change from the old system to the new so that the new regulations shall not conflict with the existing laws of the State governing the New Jersey Sandy Hook pilots.

Appended, please find copies of correspondence, meetings and resolutions in reference to the same.

Respectfully submitted,

J. R. DEWAR,
D. C. CHASE,
H. W. MILLER,

Executive Committee.

JERSEY CITY, N. J., January 6th, 1896.

APPENDIX A

At the meeting of the Board of Commissioners of Pilotage at Taylor's Hotel, Jersey City, December 12th, 1895, on motion the Executive Committee was directed to prepare and forward to the Governor and Legislature a supplementary report setting forth the reorganization of the New Jersey Pilot System.

To His Excellency Governor of New Jersey:
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Your Commissioners have taken care to guide the change from the old system to the new so that the new regulations shall not conflict with the existing laws of the State governing the New Jersey Sandy Hook pilots.

Appended please find copies of correspondences, meetings and resolutions in reference to the same.

Respectfully submitted,

J. R. DEWAR,
D. C. CHASE,
H. W. MILLER,

Executive Committee

JERSEY CITY, N. J., January 6th, 1896.

APPENDIX B.

Executive Committee of the Board of Commissioners of Pilotage for the State of New Jersey convened October 30th, 1895, at 11:25 A. M. Present, Chairman John R. Dewar and Committeeman D. C. Chase.

New Jersey Sandy Hook Pilot William Gorham appeared before the committee and presented a petition from the sub-committee of the New Jersey Sandy Hook pilots, setting forth a plan to reorganize the pilot service with view of better service to the commerce and more profitable to the pilots, with oral statement and information by Pilot Gorham, after which the following resolution was passed by the committee, and it agreed that the facts be reported to the full Board with the recommendation that the full Board adopt a similar resolution, viz:

After due consideration of the proposition to alter the existing methods of conducting the pilotage service of this port, as set forth in the written communication of the sub-committee of the New Jersey pilots, of this date, on motion this, the Executive Committee, adopted the following resolution:

Resolved, That the proposition of the New Jersey pilots to reduce the number of pilot boats, and gradually substitute steamers for the sailing boats; also, to limit the cruising-ground to a line from Fire Island to Barnegat, is hereby approved.

JOHN R. DEWAR,
Chairman.

APPENDIX B.

Executive Committee of the Board of Commissioners of Pilots for the State of New Jersey convened October 30th, 1895, at 11:35 a. m. Present, Chairman John R. Dewar and Committeeman D. C. Chase.

New Jersey Sandy Hook Pilot William Jordan appeared before the committee and presented a petition from the sub-committee of the New Jersey Sandy Hook pilots, setting forth a plan to reorganize the pilot service with view of better service to the commerce and more profitable to the pilots, with oral statement and information by Jordan, after which the following resolution was passed by the committee, and it agreed that the facts be reported to the full Board with the recommendation that the full Board adopt a similar resolution, viz:

After due consideration of the proposition to alter the existing methods of conducting the pilotage service of this port, as set forth in the written communication of the sub-committee of the New Jersey pilots, of this date, on motion this, the Executive Committee, adopted the following resolution:

Resolved, That the proposition of the New Jersey pilots to reduce the number of pilot boats, and gradually substitute steamers for the sailing boats; also, to limit the cruising ground to a line from Fire Island to Hatteras, is hereby approved.

JOHN R. DEWAR,

Chairman

Document No. 38

ANNUAL REPORT

OF THE

BOARD OF

Commissioners of Pilotage.

From July 1, 1875, to October 31, 1876.
