

Document No. 26.

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ANNUAL REPORT

OF THE

Board of Commissioners of Pilotage

OF THE

STATE OF NEW JERSEY,

*For the Year Ending October 31st, 1886.*

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MEMBERS OF THE BOARD

OF

Commissioners of Pilotage of New Jersey,

OCTOBER 31st, 1886.

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Names.	Residence.
THOMAS S. NEGUS (President).....	Jersey City.
ROBERT SIMONSON (Secretary).....	East Orange.
DANIEL SHARP .....	Bridgeton.
HENRY W. MILLER.....	Morristown.
HENRY C. GULICK.....	Barnegat.
DAVID COX.....	Jersey City.
S. S. HUDSON .....	May's Landing.

## LIST AND TONNAGE OF PILOT BOATS.

OCTOBER 31ST, 1886.

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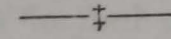
Number 1.	Thomas S. Negus.....	71.85	Tons.
"	2. Ezra Nye.....	44.28	"
"	3. Thomas D. Harrison.....	69.71	"
"	4. David Carll.....	65.59	"
"	5. William W. Story.....	52.20	"
"	6. James Gordon Bennett.....	58.78	"
"	7. Centennial.....	55.25	"
"	8. Edward E. Barrett.....	65.59	"
Number of New Jersey Sandy Hook Pilots.....		56	
Number of Perth Amboy Pilots.....		3	

TABLE No. 1.

*Report of Commissioners of Pilotage, showing number and kind of vessels  
Piloted by New Jersey Sandy Hook Pilots during the Year ending October  
31st, 1885.*

MONTHS.	PILOTED INWARDS.					PILOTED OUTWARDS.						
	Steamships.	Ships.	Barks.	Brigs.	Schooners.	Totals.	Steamships.	Ships.	Barks.	Brigs.	Schooners.	Totals.
1885.												
November.....	43	6	33	11	5	98	32	3	27	8	2	72
December.....	55	14	24	15	6	114	52	3	26	9	3	93
1886.												
January.....	45	7	18	7	10	87	49	9	20	12	6	96
February.....	35	14	35	12	6	102	38	7	20	5	3	73
March.....	58	8	27	12	10	115	51	5	21	6	3	86
April.....	56	5	28	14	21	124	51	9	29	10	5	104
May.....	52	10	48	19	20	149	56	5	20	1	4	95
June.....	67	7	32	24	13	143	74	7	28	15	—	124
July.....	68	5	35	3	15	126	67	8	31	6	2	114
August.....	52	8	22	15	9	106	57	6	23	8	2	96
September.....	48	7	19	3	5	82	50	6	20	6	2	84
October.....	55	6	30	4	1	96	49	4	19	5	3	80
Total, 1886.....	634	97	351	139	121	1342	626	72	284	100	35	1117
Total, 1885.....	641	105	464	180	191	1581	650	100	380	133	34	1297

## REPORT.



*His Excellency, Leon Abbett, Governor of the State of New Jersey:*

SIR—The Board of Commissioners of Pilotage has the honor to present herewith its annual report for the year ending October 31st, 1886.

We are pleased to state that during the past year no serious collisions or other accidents have happened through inattention, ignorance, or carelessness on the part of the pilots of the State.

Our pilots, as a class, are an honor to their calling, dangerous and hazardous as it is the greater part of the year; their boats are kept in splendid order at all times; and the morale of the men, and the equipment of the whole service, as well as its efficiency, will compare favorably with any pilot service in the world.

The Board takes pleasure in stating that the young men who have, during the last two years, received their licenses as full branch pilots, have proved themselves fully competent and deserving of the confidence of the Board.

The Board begs to report that two full branch licenses, and one deputy license, have been granted during the year.

We are sorry to report that we have lost by death this year three pilots, namely, Henry Comstock, Robert B. Hall, and Charles Sylvester, the two latter from diseases contracted through the hardships and exposure incident to their profession.

During the last three years we have lost, by death, ten of our pilots, and if the death rate during the next four years should unfortunately be in the same ratio, the efficiency of the service will be seriously crippled, and we deem it important to direct your attention to the fact that no additions to the corps of deputy pilots have been made by the Board for three years. In 1883 fourteen apprentices were promoted, their term of service entitling them under the law to advancement to deputy pilots at that time; these were the last of the apprentices in the New Jersey Pilot Service, and since that year no request has been made by the pilots for the indenture of an apprentice. A number of pilots now on the list, from various causes, are not performing active service, and thus the efficiency of the corps must gradually and surely diminish. The effect of this has not, as yet, been seriously felt by reason of the fact that the shipping interest has not demanded, during the past year, so large a pilot service.

It is the opinion of the Board, that unless measures be taken without further delay, to provide for filling the depleted list of pilots with active young men, the service will suffer a loss to its efficiency, which it will require years to recover, and with the serious risk before it of losing the esprit and well merited high reputation which we would most zealously guard.

We believe that this pending evil to the service can best be met and overcome by the pilots themselves, and that they should select from their crews the best and most reliable men, who have served at least two years as boat-keepers, and recommend them to this Board for promotion so often as a vacancy shall occur, or as the demands of the service require more pilots.

This practice would, in the judgment of the Board, overcome the prejudice which appears to exist, to the indenture of an apprentice to a Boat's company or to an individual pilot, and at the same time it would give to the pilots the control of the personnel of their company, and to the Board the decision as to the fitness of an apprentice for promotion.

The Board would therefore earnestly recommend the passage of a law embodying these suggestions in relation to the securing proper material to supply the vacancies in our pilot list.

We would again urgently draw the attention of your Excellency to the importance of preserving our tide-waters and harbors bordering on New York, from the constant vandalism and desecration of them, which takes place night and day, and which will, unless the strong arm of the law intervenes, in a very few years make an enormous outlay necessary to keep our water frontage accessible to vessels of moderate draft of water, and thus utilizing it for the benefit of the State and the mercantile community.

Private enterprise is doing much to enhance the value of our tidewater lands, and are thereby adding to the taxable value of the State, but to encourage this, it is necessary that it should feel and know that the State is willing to protect them, so that money expended in deepening channels, etc., shall not be thrown away.

The Board are now, by law empowered to act, but, as the State does not pay one cent to them, either as salaries or otherwise, and yet makes them conservators of certain fisheries as well as of harbors, which they are expected faithfully to look after and guard, it appears to the Board, that the State, in view of the important interests in their charge, ought to provide them with the necessary means; they therefore would respectfully recommend, that the State, having clothed them with the power, should also furnish them with some means to make that power effective.

The channels of our harbors have not, to the same extent, the advantage of the scouring process, which the rapid tides in the East and North Rivers afford to New York. The tides are much less effective on account of the extensive flats that surround our deep water channels, hence the refuse, dredgings, ashes, cinders, oyster shells, etc., does not so readily disappear, and therefore it is, that in some parts of Staten Island Sound and the Kills, where vessels of sixteen feet of draft used to pass a few years ago, now, at times, canal boats take the ground. The tonnage that passes through Staten Island Sound, the Kill von Kull, Arthur Kill, and Newark Bay is enormous, and it will readily be seen that these highways of New Jersey's commerce should be fostered and cared for, and those who are appointed their guardians ought to be allowed some small remuneration for their services.

At the Board meeting in February last, the National Storage Company, through their Engineer, Mr. F. M. Slater, laid before the Board, accompanied with maps, etc., the necessity of deepening the channel from the present ship channel of Bedloes (Liberty) Island to the National Storage Company's warehouses (at Black Tone) off Communipaw, to enable them to carry heavier draft vessels to and from their docks; they therefore asked permission from the Board to drive in certain stakes or dolphins to aid them in their work. This was granted, and we submit herewith the Engineer's report of work so far done. It is expected that it will be fully finished by next Spring.

From the annexed table of vessels piloted in and out by our pilots, your Excellency cannot fail to see the great falling off from the previous year, particularly in the number of sailing vessels. This, we believe, is not alone owing to the more general introduction of steam, but also to the depressed state of the shipping interest, and the unremunerative freights that have ruled to all parts of the world, thus compelling that class of tonnage to seek other employment than that which has hitherto made New York the centre of attraction for the medium sized sailing craft of all nations. We sincerely hope to soon see a revival in this respect.

The usual annual tables are appended.

By order of the Board.

THOMAS S. NEGUS,  
*President.*

Attest:

R. SIMONSON, *Secretary.*

ENGINEER'S REPORT.

NATIONAL STORAGE COMPANY, 55 BROADWAY NEW YORK.

COMMUNIPAW, November 19th, 1886.

*Secretary of Board of Commissioners of Pilotage, of New Jersey:*

DEAR SIRs—In reply to your request for a statement of the dredging operations by this company, in making their Ship Channel from deep water in New York Bay to their property at Communipaw, N. J.

I beg leave to submit the following, which I trust will prove of interest, and to be what you desire.

The channel is laid on a course bearing about 51 degrees southeast, passing to the southerly of Liberty Island and distant therefrom about 800 feet. The Channel proper ends at the exterior line for solid filling as established by the Riparian Commission of this State, to which line we have now extended our system of piers and slips.

The length of the channel from this solid filling line to the deep water is about 4,000 feet.

Early in the year 1878 the company began the work of excavating and in the following year completed a channel 90 feet wide on the bottom with side slopes of 1½ to 1 and a uniform depth of 20 feet at high water.

The channel thus completed was used till the beginning of the present year, when it was found necessary to both widen and deepen it.

To do this and at the same time pass commerce through it without some well defined lines or ranges, was thought to be somewhat hazardous. Accordingly a special meeting of your Board was requested by this Company, to consider a petition for the privilege of maintaining temporarily a system of pile ranges.

At a meeting held on February 23d, favorable action on the petition was taken by your Board.

The ranges planted pursuant to the terms of the resolution passed by your Board, were on the lines of the 90 foot channel.

As soon as practicable thereafter, the work of widening to 200 feet, and deepening to 95 feet began and at this date is about three-quarters finished.

The widening has taken place entirely on the North side, so of course all the ranges planted on that side have been dug out, and but one or two remain on the south side.

If the quantity dredged is of interest, I would say that in the operations described above there has been removed to date over one-half million cubic yards.

Yours truly,

FRED M. SLATER, *Engineer.*