

Document No. 38.

ANNUAL REPORT
OF THE
BOARD OF
Commissioners of Pilotage,

October 31st, 1895, to October 31st, 1896.

REPORT.

To His Excellency John W. Griggs, Governor, and to the Legislature of the State of New Jersey:

The Board of Commissioners of Pilotage respectfully report that during the fiscal year just ended, they have continued to administer the pilot laws of the State, also the laws for the preservation of the channels, in governing obstructions to navigation, fisheries, &c.

By an appendix to our previous report we referred to the reorganization of the State's pilot system. It has, since that time, been consummated.

The State pilots of New Jersey have for many years cruised over a large area, extending from the capes of Chesapeake Bay on the south to George's Shoals on the east, and, in many instances, even to Sable Island, some 900 miles northeast of Sandy Hook.

This extended cruising was the result of competition for the pilotage of the transatlantic steamships, the boat farthest east first sighting the vessel and supplying her with a pilot.

To cover this great area required a large number of boats and men. It rendered the pilotage service unique and very efficient, but nevertheless involved great expense for boats and crews and much loss of time, and added to the dangers of the business.

For a number of years the earnings of the pilots have been steadily decreasing, owing doubtless in part to the displacement of many sailing vessels by fewer though larger steamers, until a change to more economical methods became imperative. Accordingly, on the first of December, the number of New Jersey pilot boats was, by arrangements between this Board and the pilots, reduced from eight to three, to which was added one steamer, the "Walter Adams," she being chartered jointly by the New Jersey and New York pilots, the New Jersey pilots paying three-tenths and the New York pilots seven-tenths; and in order that the area be properly covered, the

cruising limits were restricted within a line from Fire Island to Barnegat stations, viz.:

Fire Island,	Station 1.....	Bell buoy to 10 miles S. W.
Barnegat,	" 2.....	Bell buoy to 15 miles N. E.
North Central,	" 3.....	E. S. E. of Highlands 20 miles.
South Central,	" 4.....	S. S. E. of Highlands 20 miles.
Long Beach,	" 5.....	E. of S. H. Lightship 8 miles.
Long Branch,	" 6.....	S. S. E. of Scotland, 8 miles.
Lightships,	" 7.....	From Lightship to Lightship.
Gedney's,	" 8.....	At the entrance of Gedney's.

Three of these stations being covered by the three New Jersey pilot boats, four by New York pilot boats, and the other or last station by the steam pilot boat jointly.

When a boat on any station has put out her last pilot but one, the remaining one speaks or signals each boat on station on her return, and orders each to the next station outward left vacant; and on arrival, this pilot reports at once to the Secretary, when he is relieved from further duty until notified. The pilot having last turn on each cruise acts as Captain for the cruise.

On May 1st the charter of the steamer "Walter Adams" expired, and the steamer "Alaska" has since filled her place, until November 1st, when the "Walter Adams" has been again chartered for the winter service, she being a more seaworthy steamer.

On October 1st, 1896, a contract for a new steam pilot boat was made between the joint New Jersey and New York Pilot Association, with Holland & Hollingsworth, of Wilmington, Del., for \$75,000, three-tenths of which is to be paid and owned by the New Jersey Pilots' Association and seven-tenths by the New York Pilots' Association. The steamer will be of 800-horse power, equipped to carry thirty pilots besides her crew, and should be able to stand the most perilous storms and ice-flows; she is to be equipped with powerful search-light and wrecking and towing appliances, and in the opinion of the Board will be superior in every respect to any vessel engaged in similar service. She will be stationed at the entrance to the harbor, principally to act as a station-boat, as have the "Walter Adams" and "Alaska."

In order to bring about this important change, the New Jersey pilots have, under the laws of the State, been organized into an Association, viz.:

CERTIFICATE OF THE ORGANIZATION OF THE UNITED NEW JERSEY SANDY HOOK PILOTS' ASSOCIATION.

This is to certify that we, Alexander Dexter, William Gorham, Thomas C. Lennan, Allen M. Beebe, George A. Martin, John F. Hopkins, do hereby associate ourselves into a company, under and by virtue of the provisions of an act of the Legislature of New Jersey, entitled "An act concerning corporations," approved April 7th, 1895, and the several supplements thereto and acts amendatory thereof, for the purposes hereinafter mentioned, and to that end we do by this certificate set forth:

First. That the name which we have assumed to describe said corporation and to be used in its business and dealings, is "United New Jersey Sandy Hook Pilots' Association."

Second. The place in this State where the business of such company is to be conducted is in the city of Jersey City, county of Hudson. The principal part of the business of said Company within this State is to be transacted at Jersey City, in the county of Hudson; and the place out of this State where the same is to be conducted, and where the Company proposes to carry on operations, is in the city of New York and State of New York. The principal office and place of business of said Company out of this State is the city of New York, in the county and State of New York.

The objects for which the Company is formed are the constructing, buying, selling, and chartering of pilot boats and their appurtenances. The portion of the business of said Company which is to be carried on out of this State in the city of New York, is the chartering of said boats.

Third. That the total amount of the capital stock of said Company is forty-eight thousand dollars (\$48,000.) The number of shares in which the same is divided is four hundred and eighty (480) shares, and the par value of each share is one hundred dollars (\$100).

The amount with which said company will commence business is forty-eight thousand dollars (\$48,000), which is divided into four hundred and eighty shares of the par value of one hundred dollars each.

Fourth. The names and residences of the stockholders and the number of shares held by each are as follows:

(Here follows list of subscribers.)

Fifth. The period at which said company shall commence business is the first day of December, one thousand eight hundred and ninety-five, and the period at which it shall terminate is the first day of December, one thousand nine hundred and forty-five (1945).

In witness whereof, we have hereunto set our hands and seals this 26th day of November, in the year one thousand eight hundred and ninety-five.

ALEXANDER DEXTER,	[L. S.]
WILLIAM GORHAM,	[L. S.]
THOMAS C. LENNAN,	[L. S.]
ALLEN M. BEEBE,	[L. S.]
GEORGE A. MARTIN,	[L. S.]
J. F. HOPKINS.	[L. S.]

Signed, sealed and delivered in the presence of

HENRY A. RUBINO.

STATE OF NEW YORK, } ss.
CITY AND COUNTY OF NEW YORK.

Be it remembered that on the 26th day of November, 1895, before me, Henry A. Rubino, a Notary Public of the city and county of New York, personally appeared Alexander Dexter, William Gorham, Thomas C. Lennan, Allen M. Beebe, George A. Martin and J. F. Hopkins, who I am satisfied are the persons named in and who executed the foregoing certificate, I having first made known to them the contents thereof, they did each acknowledge that they signed, sealed and delivered the same as their own voluntary acts and deeds.

HENRY A. RUBINO,
Notary Public, N. Y. Co., No. 85.

STATE OF NEW YORK, } ss.
CITY AND COUNTY OF NEW YORK.

I, Henry D. Puroy, Clerk of the city and county of New York, and also Clerk of the Supreme Court for the said city and county, the same being a Court of Record, do hereby certify that Henry A. Rubino, whose name is subscribed to the certificate of the proof or acknowledgment of the annexed instrument, and thereon written, was, at the time of taking such proof and acknowledgment, a Notary Public in and for said county, duly commissioned and sworn and authorized by the laws of said State to take the acknowledgments and proofs of deeds of conveyances of land, tenements or hereditaments in said State of New York. And further, that I am well acquainted with the handwriting of such Notary Public, and verily believe that the signature to said certificate of proof or acknowledgment is genuine.

In testimony whereof, I have hereunto set my hand and affixed the seal of the said court and county, the 27th day of November, 1895.

HENRY D. PUROY,
Clerk.

[L. S.]

STATE OF NEW JERSEY, }
DEPARTMENT OF STATE.

I, Henry C. Kelsey, Secretary of the State of New Jersey, do hereby certify that the foregoing is a true copy of the certificate of organization of the United New Jersey Sandy Hook Pilots' Association and indorsements thereon as the same is taken from and compared with the original filed in my office on the 27th day of November, A. D. 1895, and now remaining on file therein.

In testimony whereof, I have hereunto set my hand and affixed my official seal, at Trenton, this twenty-seventh day of November, A. D. 1895.

HENRY C. KELSEY,
Secretary of State.

The Association is managed by an exceedingly efficient corps of officers and committee, and under the government of a thorough code of rules, which are so lengthy that we have concluded that you would not care to have them.

The sailing pilot boats now in service will all gradually be replaced by steamers.

The new system has been a vast improvement and a saving. No deterioration in the quality of the service results from it, as pilots that boarded vessels far out at sea did not take charge until they were near to port, and by boarding closer to port they know their position better, especially in the face of thick and stormy weather.

The boats are regularly sent to stations, and the earnings are equally divided among all who work.

Provision has also been made for sick, disabled and superannuated members. Since the new system, four (4) have been pensioned.

Forty-eight (48) pilots, three (3) apprentices and two (2) Perth Amboy pilots are in actual service. During the year, one, Patrick Maher, died, and one, Nikolai Anton Wall, was advanced from a deputy to a full-branch pilot.

The pilots have a benevolent association, which places a fixed sum to the widows and orphans of deceased members, and through an energetic effort during last winter, resulting in donations from the Board and many others, sufficient money has been provided to pay all claims, and there is now an amount in the treasury.

During the past year the Board has held a number of investigations in cases of collisions, groundings, intoxications and other complaints, and has decided each to the best of its ability, in accordance with the law, the rules and justice. But one pilot is now under suspension—Joseph McLean.

Through the efforts of the Board and its members, many wrecks have been removed from the State's navigable waters, and the laws as to dumping, fisheries, &c., have been energetically enforced.

One of the sail pilot boats, the "Friend," has been sold; the "James G. Bennett," "D. T. Leahy" and "E. E. Barrett" are now in service, and the "Centennial," "Thomas D. Harrison," "Eldridge T. Gerry" and "Thomas T. Negus," are out of commission.

8 REPORT OF THE PILOT COMMISSIONERS.

KIND AND NUMBER OF VESSELS PILOTED.

MONTHS.	INWARD.						OUTWARD.					
	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1895.												
November.....	51	6	11	5	1	74	76	3	5	3	.....	87
December	75	2	6	2	5	90	66	8	12	2	2	90
1896.												
January	70	2	6	4	4	86	83	4	8	6	8	109
February.....	62	6	7	2	6	83	81	4	4	5	4	98
March.....	57	7	11	1	9	85	57	2	8	1	3	71
April.....	64	3	12	4	6	89	76	8	6	1	6	97
May.....	70	6	17	2	10	105	72	6	15	2	7	102
June.....	75	4	6	1	15	101	75	7	6	2	9	99
July.....	61	4	6	5	9	85	71	3	12	3	1	90
August.....	80	7	5	1	3	96	71	5	3	4	4	87
September.....	69	3	10	1	3	86	67	7	10	.....	2	86
October.....	75	3	4	.....	3	85	80	5	9	1	6	101
Total.....	809	53	101	28	74	1065	875	62	98	30	52	1117

FINANCIAL STATEMENT.

1895.	
November.....	\$9,969 85
December	13,366 29
1896.	
January	14,848 72
February.....	12,733 64
March	11,782 89
April.....	13,257 40
May	15,094 39
June	13,301 46
July	12,119 01
August.....	12,426 61
September.....	12,318 78
October.....	13,164 93
Unattached Pilots.....	313 33
Perth Amboy Pilots.....	258 85
Total	\$154,956 15

Respectfully,

Jersey City, November 1st, 1896.

D. C. CHASE,
President.

Members of the Board of Commissioners of Pilotage of New Jersey.

November 1st, 1896.

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

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Board of Commissioners of Pilotage

To His Excellency the Governor