

Document No. 16.

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ANNUAL REPORT

OF THE

Board of Commissioners of Pilotage,

*NOVEMBER 1st, 1890, TO NOVEMBER 1st, 1891.*

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ANNUAL REPORT

Board of Commissioners of Pilotage

NOVEMBER 12 1891 TO NOVEMBER 12 1892

## MEMBERS OF THE BOARD

OF

## COMMISSIONERS OF PILOTAGE OF NEW JERSEY.

OCTOBER 31ST, 1891.

NAMES.	RESIDENCE.
THOMAS S. NEGUS (President) .....	Jersey City.
ROBERT SIMONSON (Secretary).....	East Orange.
WM. M. GAMBLE (U. S. Navy).....	Morristown.
HON. DANIEL C. CHASE.....	South Amboy.
WM. ERRICKSON.....	Barnegat.

(3)



## REPORT.

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

The Board of Commissioners of Pilotage respectfully report that, during the fiscal year ending October 31st, 1891, they have continued to enforce the provisions of the act for the licensing and government of pilots, and regulating pilotage for the ports of Jersey City, Newark and Perth Amboy, by way of Sandy Hook, and its amendments, and the laws relative to fisheries and to protect the navigable waters.

The number of pilots holding license from this board is fifty-seven (57), of which fifty-two (52) are in active service as Sandy Hook pilots (five being inactive and superannuated), and two as Amboy local pilots.

The number of apprentices now entered is four (4).

There were no deaths in the force during the fiscal year just closed.

No boats have been lost and those now in service under a license from our State are the most efficient and perfect type of pilot-boats that can be found in this or in any country.

The number of vessels piloted inward and outward was two thousand three hundred and twenty-eight (2,328), and the gross amount of pilotage earned (including off-shore), by the New Jersey pilots, during the fiscal year, is one hundred and sixty-two thousand, two hundred and nine dollars and seventy cents (\$162,209.70). Of the above vessels, many left port drawing close upon twenty-eight feet; the deepening of the channels having been followed, as was to be expected, by the loading of the ships to the extreme limit of safety.

Many cases of vessels touching the bottom, while in charge of pilots, were called before the board, some of which were, on examination, dismissed, no fault being proven, and due punishment followed in such cases as were found to have been caused through want of care, skill, diligence and judgment.



The most important cases were the total loss of the Italian bark "Umberto Primo," with a New Jersey Sandy Hook pilot on board, in tow of a tug from sea, which grounded on Romer Shoal, in foggy weather; she going high on the shoal, became a total loss. The sinking of the tug-boat "Erie," when in collision with the Cunard steamer "Etruria," in charge of New Jersey Pilot Dennis Reardon, occurred when off Liberty Island, in which the "Erie" was sunk, and one of her owner's sons (a passenger on board), drowned. Captain Reardon, on examination, was not blamed or found to be at fault for the collision. In the case of an English steamer being grounded in the Buttermilk Channel, it was found proper to temporarily suspend the pilot, and he was ordered before the board to be censured by the President.

Wrecks have been properly removed, and at present the channel is comparatively clear of them, except one, a Lehigh Coal and Navigation Company's vessel, which struck the Baltimore and Ohio bridge across the Arthur Kills, and is now blockading one of the openings to the draw. This was not, however, in charge of a New Jersey Sandy Hook pilot at the time of sinking, but through the efforts of our committee is being removed as expeditiously as possible.

By the arrangements agreed upon between the New York Board of Pilot Commissioners and this board, whereby a system of application through the respective boards for services of pilots to go by trains and other ways for vessels bound to this port, has been perfected, and pilots from each vessel in turn covering both systems being sent in such cases, has proved a substantial advantage to the service.

This board is fully satisfied that the efficiency of the pilot service, both as to men and their equipment, for fully performing, at times, most arduous duties, was never in a better condition, and it feels proud to represent a service that is second to none in the performance of duties required of it.

We deem it important that this board be entrusted by legislative enactment with sufficiently enlarged powers to make additional pilots, as the exigencies of the service requires, from among those boat-keepers who, by long and faithful service, sobriety and exemplary conduct, after full examination, may be found worthy and competent to be made pilots, this being similar to the power vested in the New York board, hence necessary to enable this board to keep this important feature of our State prosperity, by the fostering care of our State

Government, up to its comparatively proper strength with New York State, our full number of pilots as compared to New York State pilots being at the present time several less than the proper number.

A number of changes have been made during the past year by the dismissal of apprentices. They were reported to the board through neglect of duty and other disqualifying causes, and were found unworthy to serve out their terms. In such cases of dismissal other apprentices have not promptly been entered on our books in place of those dismissed, the board, as well as the pilots themselves, exacting willing and prompt obedience, sobriety and strict attention to duty of all who would prepare themselves to enter the pilot service, believing those qualifications to be absolutely necessary for the purpose in view.

During the past year illegal dumping of dredgings in the navigable waters of the State has been carried on under permits granted by the Harbor Supervisor by authority of the act of Congress. We have, however, so far as is in our power, prevented the obstruction of State water-ways.

There was no serious interference with our shad fisheries during the spring of 1891, our citizens who were engaged in this important industry recognizing the importance of keeping the navigable channels clear of poles, and also knowing that any violation of the rules would entail upon them loss in the destruction of their property.

The duties of the board during the year just closed have been arduous and taken much of the time of the members. Numerous small complaints and differences which occur between the pilots and two systems, as well as the taking of evidence in cases of complaints, preparation of opinions, and a general supervision of all the duties under the State laws, put upon the board, doubtless, a much greater amount of work than nearly any other State board, and while the compensation is comparatively small, beyond reason, we have endeavored to faithfully perform every duty required of us by the law and our positions, and though we feel that the State should not require of this board the payment for stationery, clerical help, &c., and other necessary expenses of the board, we have taken pleasure in conducting the system in a way which we feel creditable to the State, its Executive and ourselves, and thus enjoy its confidence.

We desire to express our acknowledgment to the New Jersey



# 8 REPORT OF THE PILOT COMMISSIONERS.

Sandy Hook pilots, or the great majority of them, for their energetic and faithful performance of their duties and cheerful assistance to the board when called upon for their aid, support and confidence.

See annexed tables herewith appended.

All of which is respectfully submitted.

THOMAS S. NEGUS,  
President.

R. SIMONSON,  
Secretary.

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, 1891.*

MONTHS.	INWARD.						OUTWARD.					
	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1890.												
November.....	68	1	4	8	6	87	62	6	11	5	1	85
December.....	61	5	11	13	11	101	76	5	16	8	2	107
1891.												
January .....	47	8	17	8	11	91	49	1	7	8	3	68
February .....	30	7	8	4	7	56	32	3	12	6	11	64
March .....	67	7	13	5	8	100	61	7	11	7	5	91
April .....	61	4	16	7	19	107	52	5	13	3	3	76
May.....	69	4	21	12	4	120	70	5	10	9	2	96
June.....	68	4	16	6	16	110	65	7	25	3	1	101
July.....	82	6	23	3	11	125	84	2	23	4	2	115
August.....	90	9	18	8	5	130	79	6	17	2	1	105
September.....	73	.....	10	5	1	89	84	9	19	6	4	122
October.....	62	4	15	4	7	92	70	5	10	3	2	90
Total.....	778	59	172	83	106	1,208	784	61	174	64	37	1,120



# NAMES AND TONNAGE OF NEW JERSEY SANDY HOOK PILOT BOATS.

OCTOBER 31st, 1891.

	Tonnage.
Number 1. Thomas S. Negus.....	71.85
Number 2. Elbridge T. Gerry.....	62
Number 3. Thomas D. Harrison... ..	69.71
Number 4. David Carll.....	65.59
Number 5. D. T. Leahy.....	
Number 6. James G. Bennett.....	53.78
Number 7. Centennial.....	55.25
Number 8. Edward E. Barrett.....	65.59
Total number of New Jersey and Sandy Hook pilots holding com- missions.....	57
Number of inactive and incapacitated.....	5
Number of apprentices.....	4
Number of Perth Amboy local pilots.....	2