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ANNUAL REPORT
OF THE
BOARD OF COMMISSIONERS
OF PILOTAGE
OF THE
STATE OF NEW JERSEY

For Year Ending December 31, 1968

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**122nd ANNUAL REPORT
OF THE
COMMISSIONERS OF PILOTAGE
OF THE
STATE OF NEW JERSEY**

Pursuant to Title 12, Chapter 8 of the New Jersey Statutes, the Commissioners of Pilotage respectfully submit their 122nd Annual Report to the Legislature of the State of New Jersey. This report covers the year ending December 31, 1968.

In accordance with the requirements of the Statutes, this report covers the following items:

A. ALL BONDS TAKEN BY THE COMMISSIONERS PURSUANT TO SECTION 12:8-7 OF TITLE 12.

The Commissioners accepted from Pilot Raymond V. Keenan, his bond, dated August 1, 1968, signed by Pilots William J. Baeszler and Herbert A. Schweers as sureties. This bond was given as a condition to Pilot Keenan receiving his original license.

B. AN ABSTRACT OF THE PROCEEDINGS OF THE COMMISSIONERS WITHIN THE YEAR 1968.

It is with deep regret that the Commissioners advise that Captain Thomas L. Ball, Vice President of the Board, passed away unexpectedly on March 22, 1968.

At the March meeting of the Board it was proposed, seconded and unanimously agreed that the President and Vice President of the Board, whose terms of office are for one year, shall serve as such for not more than two consecutive years after their election.

At the June meeting of the Board, Captain William H. Burrill and Captain George N. Axiotes were sworn in as Commissioners of Pilotage for new three-year terms commencing May 20, 1968 and June 3, 1968, respectively.

At the July meeting of the Board, Captain Joseph G. Glennon was sworn in as a Commissioner of Pilotage for a three-year term commencing June 13, 1968.

At the August meeting of the Board, the Commissioners considered the request made by the Joint Pilotage Rates Committee of the New York and New Jersey Sandy Hook Pilots' Associations for adjustment of certain inequities which have existed in the matter of intermediate rates for services performed in certain areas. After due deliberation it was unanimously agreed that the requested increases are justified and the Commissioners amended the sections of their Regulations dealing with (a) rates for pilotage other than by way of Sandy Hook; (b) rates in connection with delaying a pilot for the convenience of the vessel or dismissal of a pilot without service; (c) rates to be charged when a pilot is called upon to assist in docking or undocking a vessel; (d) the rate to be charged when a pilot is called upon to swing a ship; (e) the rate for a pilot who is carried to another port due to heavy weather or for the ship's convenience; and (f) the rate to be charged when a vessel with a pilot aboard desires to anchor on pilot station before proceeding into port.

During the calendar year 1968 the Commissioners advanced two pilots from Second to First Grade; two pilots from Fourth to Third Grade; one pilot from Fifth to Fourth Grade; and one pilot from Sixth to Fifth Grade. During the same period one pilot was granted an original license as a pilot of the Sixth Grade. There were no apprentices registered during the year.

The Commissioners investigated four reports of marine casualties. In all of these cases the Commissioners determined, after hearings, that no action should be taken against the licenses of the pilots and the cases were closed.

**C. A STATEMENT OF THE NUMBER OF PILOTS IN
COMMISSION AND THE NUMBER OF VESSELS
TAKEN IN AND OUT.**

The following pilots were active as of December
31, 1968:

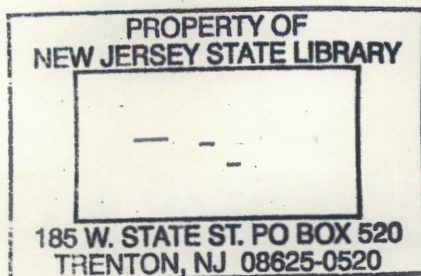
R. Ahrens	R. D. Jones	R. I. Oldmixon
W. J. Baeszler	J. G. Keating	J. H. Peterson, Sr.
F. J. Boslet	R. V. Keenan	J. H. Peterson, Jr.
A. T. Boyan	G. W. Kissenberth	C. C. Reed
C. I. Britton	J. Licata	J. L. Renesse
P. V. Burke	G. A. Mason	H. A. Schweers
H. J. Costello	J. F. McCarthy	C. E. Sloat
R. E. Cox	R. J. McCarthy	D. T. Smith
C. W. Dahmen	T. J. McGovern	J. P. Smith
L. T. Earl	D. M. Mercereau	K. W. Sorensen
H. C. Egan	W. G. Metting, Jr.	R. C. Sorge
W. J. Egan	R. Miller	W. W. Sturgeon
J. E. Graham	W. A. Mitchell	F. D. Wall
E. J. Haggerty	J. A. Murray	T. J. Walsh
W. C. Hall	E. D. O'Donnell	E. H. Weiler
W. C. Hansen	A. G. Oldmixon	C. E. Wendel
J. D. Hasson	J. C. Oldmixon	W. F. Winter
		E. G. Young

Retired Pilots

J. D. Beebe	C. M. Lowe
W. J. Crocker	W. H. Lowe
E. W. Florimont	G. J. Madigan

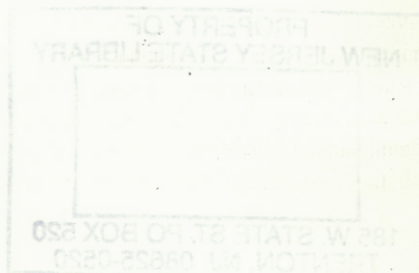
Deceased Retired Pilots

F. B. Lennan - January 11, 1968



The following vessels were serviced during 1968:

	IN	OUT
January	318	297
February	299	292
March	324	245
April	334	323
May	332	262
June	309	273
July	310	255
August	357	328
September	318	270
October	246	203
November	299	209
December	216	248
TOTAL	3,662	3,205



D. OBSERVATIONS IN RELATION TO THE SYSTEM OF PILOTAGE.

Bridge-to-Bridge Radiotelephone Communication

The subject of the use of bridge-to-bridge radiotelephone communication between pilots aboard merchant vessels entering or leaving the Port of New York continued to interest the Commissioners of Pilotage. Negotiations in connection with the matter continued during 1968 between the New Jersey and New York Sandy Hook Pilots' Associations and the leading shipping trade associations in the Port, i.e., the American Merchant Marine Institute, Inc. and the Maritime Association of the Port of New York. These negotiations resulted in an agreement between the parties on February 8, 1968. The new safety aid, considered especially valuable in reduced visibility and in narrow, congested channels, called for each of the Sandy Hook Pilots to carry a portable VHF radiotelephone set. The pilots, each of whom will have to obtain a license from the Federal Communications Commission, will talk to each other from ships' bridges. By the end of the year all Sandy Hook Pilots had purchased these sets at a cost of \$1,017 each. Pursuant to the agreement there is a "user charge" of \$2.60-a-vessel movement in connection with this equipment. This charge went into effect on December 15, 1968. Revenue based on this charge was considered adequate to permit amortization of the equipment at the end of a three-year period, at which time the charge for the service would be reduced to a level to cover only repair and maintenance of the equipment or the service may be discontinued entirely depending on the need and desire of the shipping industry using the port of New York.

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Bridge-to-bridge radiocommunication is in use in most of the major United States ports on the East, Gulf and West Coasts where it is maintained on a voluntary basis. It is on a mandatory basis for Great Lakes shipping. The Coast Guard has stated that the use of this equipment has led to a "dramatic reduction in collision frequency."

Harbor Improvement Matters

Proposed Relocation of Special Radio Direction Finder Calibration Service Facilities

In order to calibrate the radio direction finder ("RDF") of an oceangoing vessel properly the calibrating "swing" must be made at a minimum distance of one mile from the RDF signal source. The same distance should be maintained from any structure such as the Narrows Bridge that could cause reflection error in the reception of the RDF signal. The combination of the two requirements creates a condition unfavorable for calibration in the vicinity of the present facility at Coney Island Light where a vessel is compelled to "swing" in a constricted corner of an area formed by Gravesend Bay Ambrose Channel and Federal Anchorage 28A. In this area a vessel is in danger of grounding and presents a further danger of collision with other oceangoing vessels. In New York, where the visibility on water is often less than five miles, the distance of the RDF signal source from the ship's maneuvering area becomes critical. For these reasons the Sandy Hook Pilots' Associations have recommended to the United States Coast Guard that the RDF calibration radio beacon be re-established on the new No. 2A Buoy or on the proposed Beacon No. 1 of Sandy Hook Channel.

The matter was not resolved by the end of 1968 but the Commissioners are hopeful that favorable action will be taken in the near future.

Proposed Improvements in Newark Bay and in Red Hook Flats Anchorage

As mentioned in the 1967 Annual Report of the Commissioners, the Congress had passed and the President had signed legislation providing for an appropriation to cover improvement to navigation channels and waterways serving the New York-New Jersey Port and particularly the Newark Bay area. However, the required appropriation was not made during 1968, thereby causing a delay in the start of the necessary work. The Commissioners will continue their interest in this matter

Fixed Navigational Aid in Sandy Hook Channel

The Commissioners of Pilotage continued their interest in this subject and were pleased to learn that in November of 1968 the Department of the Army Corps of Engineers issued a Public Notice to the effect that application has been made by the United States Coast Guard for a permit to install three steel pipe tripod light structures in the Atlantic Ocean and Sandy Hook Bay at Sandy Hook to replace existing buoys. The elevation of the platforms will be twelve feet above the plane of mean high water. The overall height of the structures will be 31.5 feet above the plane of mean high water.

At the end of the year the Corps of Engineers had not determined whether to issue the permit because they have to consider the effect of the proposed work on navigation, natural resources, including fish and wildlife, recreational aspects, water quality, and other factors affecting the interests of the general public.

Hell Gate Pilots

As mentioned in the previous Annual Report of the Commissioners of Pilotage, the United New York Sandy Hook Pilots' Association was directed by the Board of Commissioners of Pilots of the State of New York to assume control of the Hell Gate Pilots' Association. The United New Jersey Sandy Hook Pilots' Association then requested our Board to permit qualified pilots from that Association to pilot in this area also. In this connection the New Jersey Commissioners had requested a legal opinion from the Attorney General of the State of New Jersey regarding the powers and privileges the New Jersey Board should have with regard to supervision over the New

licenses to them for this area. However, since no opinion was forthcoming from the Attorney General the Commissioners decided that permission should be given to qualified New Jersey Sandy Hook Pilots to pilot in these waters.

In this connection it was proposed by one of the Commissioners that when a New Jersey Sandy Hook Pilot applies for an extension of his license to cover the Hell Gate area he should be requested to produce a certificate stating that he has made at least eleven round trips through these waters.

During the year 1968 two Sandy Hook Pilots submitted applications for permission to pilot in the waters in question. After examination by the Board the pilots were granted extensions of their licenses to serve as pilots to and from the Port of New York, including New Jersey ports, by way of Hell Gate.

Respectfully submitted,

JOHN W. ANDERSON

Secretary

COMMISSIONERS OF PILOTAGE

JOHN W. ANDERSON, 96 Highwood Avenue, Tenaflly, New Jersey Secretary-Treasurer of the Board of Commissioners--Holds Master's license unlimited. Graduate of New York State Nautical School, October 1915. Served at sea in U. S. ships continuously for fifty years commencing as quartermaster in coastwise ships and Junior officer on S. S. "St. Louis" and "New York" of the American Line. Served as 2nd officer in Army Transport Service in World War One, then served as chief mate and master on vessels trading between New York and Australasia, India and the Far East. Obtained Master's license and first command in 1920. Served with U.S. Lines as master from 1925 until retirement in 1964. During World War Two commanded Motorship "John Ericsson" and transported over 300,000 American and allied troops to various theatres of war. Later commanded the S.S. "America" for over three years, and the S.S. "United States" for over eleven years, as Commodore of the United States Lines. Commissioned Lieutenant Commander USNR, 25 June 1930 and Captain USNR, 1 January 1946. Retired from USNR, 1 July 1960. Currently serving as Chairman of the USCG Sea Lanes Study Committee of New York and also as a member of the USCG Oil Pollution Panel.

GEORGE N. AXIOTES, 129 North Arlington Avenue, East Orange, New Jersey--President of the Board of Commissioners. Holds Master's license for any ocean, any tonnage, for steam and motor vessels. Licensed Federal pilot. Sea service 1920 to 1945, which included command of American commercial vessels in world trade. Served in Merchant Marine during World War II, and this included service as Convoy Commodore in various areas. Held executive shore positions with steamship and stevedoring companies. Owns and operates a business as Marine Surveyor and Consultant. Is an authorized Inspector for International Cargo Gear Bureau, Inc. Is life member and executive in The Marine Society of the City of New York, founded in 1770 for the improvement of maritime knowledge.

THOMAS L. BALL, 2 Kensington Avenue, Jersey City, New Jersey--Vice President of the Board of Commissioners. Holder of pilot's license since 1917 and of a Master's license since 1918. Served with the Army Transport Service during World War I and with the United Shipping Board thereafter. From 1922 to date has been engaged in docking and undocking and transporting vessels in the Port of New York. (Captain Ball died on March 22, 1968)

WILLIAM H. BURRILL, 103 North Walnut Street, East Orange, New Jersey--President of the Board of Commissioners. Holder of license as Master of steam and motor vessels, any ocean, any tonnage. Also holds various Federal pilot licenses. Served at sea aboard merchant vessels from 1922 to 1947. Saw service during World War II as officer in United States Naval Reserve. Has served as marine surveyor and marine consultant.

JAMES A. COX, 16 Elmwood Place, Elizabeth, New Jersey--Vice President of the Board of Commissioners. Obtained first pilot's license in 1924 and his Master's license in 1925. Engaged in marine business since 1909 and from 1916 to 1948 owned and operated his own towing business. Served as Harbor Master for Port of Elizabeth, New Jersey, from 1932 to 1945.

JOSEPH G. GLENNON, 230 Maple Street, Weehawken, New Jersey--Holder of license as Master of steam and motor vessels, any tonnage, on lakes, bays, sounds and rivers, since 1944. Also holds Federal pilot's license for New York Harbor and St. Lawrence River, any tonnage, since 1942. Served with the Army Transport Service during World War II in the Southwest Pacific area. Since 1937 has been engaged in Captain and Pilot's work for all major railroads in New York Harbor. Also employed by Moran Towing Co. Former Commissioner of Parks, Playgrounds and Recreation in the Township of Weehawken.

