

Document No. 17.

ANNUAL REPORT

OF THE

BOARD

OF

Commissioners of Pilotage.

November 1st, 1889, to November 1st, 1890.

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MEMBERS OF THE BOARD
OF
COMMISSIONERS OF PILOTAGE OF NEW JERSEY.

OCTOBER 31ST, 1890.

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

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REPORT.

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 just closed, 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 the Board is fifty-seven (57), fifty-one (51) of which are in active service, as Sandy Hook pilots, two (2) as Amboy Branch pilots, and four (4) not in active service.

The number of apprentices now entered are five (5).

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

No boats have been lost, but it being found that the yacht "Nakomus," which the previous Board had licensed as a pilot boat, to take the place of the "W. W. Story," damaged irreparably during the blizzard of March 12th, 1888, could not perform the service required of every boat, *i. e.* to cruise at sea in all weathers, this Board revoked her license, and authorized some of her pilots, with other associates, to build a new boat, and in consequence of our action we have now in the service the "D. T. Leahy," one of the most efficient and perfect types of pilot boat that can be found in this or any other country.

One thousand one hundred and eighty-five (1,185) vessels were piloted inward, and one thousand and sixty-nine (1,069) were piloted outward—total, two thousand two hundred and fifty-four (2,254)—by the New Jersey pilots during the fiscal year. Of the above vessels many left port drawing close upon twenty-eight (28) 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.

A number of cases of vessels touching the ground while in charge of pilots, were brought before the Board, some of which were dis-

missed, no fault being proven, and due punishment inflicted upon the delinquents in the others.

It was found that an injustice was being done to our Pilot Boat Service, by pilots going by train and other ways, to other ports for vessels bound to this port; hence, in provisions agreed upon between the New York Board Pilot Commission and this Board, a system of application for such services through the respective Boards, and a pilot in turn from each vessel to be sent in such cases, has proved a substantial advantage to the service.

The wreck of the steam dredge "Advance" in the ship channel of the lower bay, which was a considerable obstruction to navigation, has finally been removed.

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 beg again to urge the necessity of giving, by legislative enactment, enlarged powers to make additional pilots, as the exigencies of the service require, 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. It is apparent to the Board that the present apprentice system as now governed by acts of the Legislature is an entire failure, and unless this important branch of our State prosperity is kept up by the fostering care of our State Government, in comparatively a few years the State of New York will have a monopoly of this business. Many of our pilots are getting old, and at the present time, when our full number as compared to New York should be fifty-six (56), we have but fifty-one (51) and no means to recuperate. We do therefore respectfully recommend that the bill presented to the last Legislature be acted upon as promptly as possible. To illustrate the necessity of such legislation see our Annual Report of year 1887, when seven (7) apprentices were credited on our books, since which time all those names have disappeared and been stricken off our books, and since that report but five (5) have been entered, only one (1) of whom can be eligible as a pilot during the next three years.

Our most serious difficulty in enforcing the act of March 22d, 1882, that we have encountered, was the U. S. Government dumping

dredgings from the Raritan river at the south channel of that river, thus obstructing the entrance to the wharves and slips, where considerable amounts had been expended by shore and wharf-owners in dredging, particularly those of the Middlesex Company, Whitehead Bros., Crossmans, Smith and others, in which we called to our aid the Attorney-General, and were compelled to expend a portion of the money appropriated for that purpose, to prevent the further destruction of the channel and water commerce of that locality.

There was no serious interference with our shad fisheries during the spring of 1890, 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.

See annual tables herewith appended.

All of which is respectfully submitted,

THOMAS S. NEGUS,

President.

R. SIMONSON,

Secretary.

JERSEY CITY, N. J., December, 1890.

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TABLE I.

Report of Commissioners of Pilotage, showing the number of steamers and sailing vessels piloted by New Jersey Sandy Hook Pilots during the year ending October 31st, 1890.

MONTHS.	INWARD.						OUTWARD.					
	Steamships.	Ships.	Barks.	Brigs.	Schooners.	Total.	Steamships.	Ships.	Barks.	Brigs.	Schooners.	Total.
1889.												
November	51	13	12	3	6	85	54	7	20	5	86
December	42	4	23	4	5	78	48	9	12	5	6	80
1890.												
January	50	2	8	5	3	68	56	9	21	2	6	94
February	59	3	8	6	10	86	52	3	6	4	3	68
March.....	55	6	16	7	15	99	67	3	17	8	4	99
April.....	72	1	16	9	14	112	60	3	9	4	1	77
May.....	86	4	18	10	12	130	77	5	20	7	1	110
June.....	64	1	18	5	17	105	67	1	15	4	87
July.....	56	10	20	6	12	104	57	2	23	6	88
August.....	66	9	19	8	7	109	69	6	15	4	1	95
September.....	63	13	17	10	7	110	59	6	11	6	3	85
October.....	64	8	14	3	10	99	74	7	16	3	100
Total.....	728	74	189	76	118	1,185	740	61	185	58	25	1,069

LIST AND TONNAGE OF PILOT BOATS.

OCTOBER 31ST, 1890.

Number 1. Thomas S. Negus.....	71.85 tons.
Number 2. Elbridge T. Gerry.....	62 tons.
Number 3. Thomas D. Harrison.....	69.71 tons.
Number 4. David Carll.....	65.59 tons.
Number 5. D. T. Leahy.....	70.95 tons.
Number 6. James Gordon Bennett.....	58.78 tons.
Number 7. Centennial.....	55.25 tons.
Number 8. Edward E. Barrett.....	65.59 tons.
Number of active Sandy Hook Pilots.....	51
Number of Pilots not in active service.....	4
Number of Perth Amboy Pilots.....	2
Number of Apprentices entered.....	5

LIST AND TONNAGE OF PILOT BOATS

October 31st 1890

Number 1	Thomas S. Nequa	33.45 tons
Number 2	Elbridge T. Gerry	32.10 tons
Number 3	Thomas D. Harrison	31.75 tons
Number 4	David Cull	31.50 tons
Number 5	H. T. Peabody	31.00 tons
Number 6	James Gordon Bennett	30.75 tons
Number 7	Centennial	30.25 tons
Number 8	Edward R. Barrett	29.50 tons
Number of active Sandy Hook Pilots		81
Number of Pilots not in active service		1
Number of Port & Amoy Pilots		2
Number of Apprentices entered		5