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ANNUAL REPORT

OF THE

**Board of Commissioners
of Pilotage**

OF THE

STATE OF NEW JERSEY

For Year Ending December 31, 1959

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ANNUAL REPORT

OF THE

Board of Commissioners
of Pilotage

OF THE

STATE OF NEW JERSEY

For Year Ending December 31, 1959.

ANNUAL REPORT

OF THE

BOARD OF COMMISSIONERS

OF THE
STATE OF NEW JERSEY

FOR THE YEAR
ENDING DECEMBER 31, 1899

BOARD OF COMMISSIONERS

OF THE

STATE OF NEW JERSEY

STATE OF NEW JERSEY

FOR THE YEAR ENDING DECEMBER 31, 1899

113TH 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 113th Annual Report to the Legislature of the State of New Jersey. This report covers the year ending December 31, 1959.

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

A. ALL BONDS TAKEN BY THE COMMISSIONERS PURSUANT TO SECTION 12:8-17 OF TITLE 12.

*The Commissioners accepted the following bonds:

Pilot	Date of Bond	Sureties
Walter W. Sturgeon	2-18-59	Andrew G. Oldmixon Donald M. Mercereau
Joseph Licata	5-20-59	Walter W. Hanson Winfield F. Winter
Richard Cox	7-15-59	George W. Kissenberth Walter W. Hanson
William J. Baeszler	7-15-59	George W. Kissenberth Walter W. Hanson
James H. Peterson, Jr.	12-21-59	Paul V. Burke James H. Peterson, Sr.
*Walter W. Hanson	2-1-59	John F. McCarthy Robert C. Sorge

**This bond was given by Pilot Hanson to replace a previous bond on which one of the sureties had retired as a pilot; the other bonds were given by men who obtained their original licenses.*

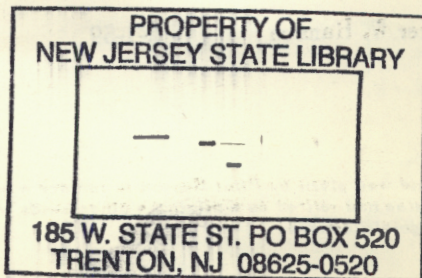
**B. AN ABSTRACT OF THE PROCEEDINGS OF THE
COMMISSIONERS WITHIN THE YEAR 1959.**

At the meeting of the Board held on June 17, 1959, Captain Harold F. Craven was sworn in as a Commissioner of Pilotage for a new three-year term commencing May 27, 1959.

During the calendar year 1959 the Commissioners advanced two pilots from the Second Grade to the First Grade; one pilot from the Third Grade to the Second Grade; two pilots from the Fifth Grade to the Fourth Grade; and five pilots were granted original licenses as Pilots of the Sixth Grade. After a complete review of the situation, the Commissioners concluded that the pilots licensed prior to this year, together with the unusually large number granted their original licenses during the year, were adequate to meet all foreseeable demands of the service. Accordingly, the Commissioners determined that no new apprentices should be registered in 1959.

The Commissioners investigated nineteen reports of marine casualties. In fifteen of these cases the Commissioners found that the pilot was not at fault and that there was no ground for disciplinary action against the pilot. The remaining four cases were still under investigation at the close of the year, awaiting receipt of further information required to permit the Commissioners to reach a determination.

During 1959, as in previous years, the Commissioners have enjoyed the complete cooperation of the United States Coast Guard. Many marine casualties involving Sandy Hook pilots are investigated by the United States Coast Guard under its broad authority in the field of safety in the operation of vessels. Complete verbatim transcripts of the Coast Guard's hearings in such cases are furnished to the Commissioners and are of great assistance. In addition, the Commandant of the Coast Guard has recently acquiesced in the Commissioners' request for copies of findings of fact in the Coast Guard's investigations. While these will not, of course be binding on the Commissioners, they will permit the Commissioners to know the conclusions reached by the Coast Guard and it is felt that they will be of great assistance.



**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, 1959:

R. Ahrens	J. Licata	J. H. Peterson, Jr.
W. J. Baeszler	C. M. Lowe	C. C. Reed
C. I. Britton	*W. H. Lowe	J. L. Renesse
P. V. Burke	G. J. Madigan	H. A. Schweers
F. J. Boslet	G. A. Mason	C. E. Sloat
H. J. Costello	D. M. Mercereau	D. T. Smith
R. E. Cox	J. F. McCarthy	J. P. Smith
P. L. Cullison	R. J. McCarthy	R. C. Sorge
L. T. Earl	T. J. McGovern	W. W. Sturgeon
H. C. Egan	R. Miller	F. D. Wall
W. J. Egan	W. A. Mitchell, Jr.	C. E. Wendel
E. W. Florimont	E. D. O'Donnell	W. F. Winter
J. E. Graham	A. G. Oldmixon	C. R. Wood
W. C. Hall	J. C. Oldmixon	E. H. Weiler
W. W. Hanson	R. I. Oldmixon	E. G. Young
G. W. Kissenberth	J. H. Peterson, Sr.	

Retired

J. D. Beebe	J. L. Hall	G. Oldmixon
H. M. Clarke, Jr.	F. B. Lennan	L. E. Oldmixon
W. J. Crocker	W. A. Mitchell, Sr.	P. E. Winters

Deceased

J. A. Lyons	J. A. Melville
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*On leave of absence.

The following vessels were serviced during 1959:

	IN	OUT
January	372	375
February	395	397
March	404	385
April	367	352
May	356	359
June	334	342
July	376	414

August	384	398
September	374	373
October	285	248
November	360	367
December	<u>409</u>	<u>404</u>
Total	4,416	4,414

D. OBSERVATIONS IN RELATION TO THE SYSTEM OF PILOTAGE.

During 1959 the Board adopted two amendments to its Regulations. It was called to the attention of the Board that under its Regulations a pilot, on reaching the age of 65 years, must surrender his full branch license in order to have placed thereon an endorsement reducing him to a pilot of the Second Grade. The only effect of this reduction in grade is to restrict the pilot to the handling of vessels whose gross registered tonnage does not exceed 35,000 tons. While the Commissioners felt that this restriction was proper, no reason was found for requiring the surrender or endorsement of the license since the same purpose could be achieved by an amendment to the Regulations. Accordingly, the Regulations were amended to provide that on reaching the age of 65 years a pilot holding a license of the First Grade shall be limited to vessels whose gross registered tonnage does not exceed 35,000 tons.

The second change in the Regulations of the Commissioners increased the pilotage fees by way of Sandy Hook, effective June 1, 1959. Effective on that date, the pilotage fees paid to pilots licensed by the State of New York were increased. In keeping with the applicable statute, the Commissioners acted to make the fees payable to New Jersey pilots conform to the fees paid to New York pilots.

Harbor Improvements

During the course of 1959 the Board of Commissioners considered several proposals for deepening or otherwise improving the channels in the Greater Port of New York.

1. *Newark Bay.* The Port of New York Authority requested the opinion of the Commissioners with regard to the navigation of Newark Bay by large vessels. This opinion was requested in connection with the desire of the Port Authority to give recognition to the trend toward longer vessels with deeper drafts. After discussion of the

various aspects of the matter, the Commissioners advised the Port Authority that in their opinion vessels approximating 700 ft. in length with a draft of approximately 30 ft. may navigate safely in the existing channels in Newark Bay. The Commissioners stated their desire for constant improvement in the channels in and around the Port of New York and expressed their gratification at the interest shown by the Port Authority in this regard.

2. Improvements in the Passaic River and Newark Bay, Hackensack and Passaic Rivers, and Buttermilk Channel.

The proposals of the U.S. Army Corps of Engineers for the improvement of these waterways were considered at length by the Commissioners. One of the Commissioners attended and participated in each of the hearings held on these matters and submitted for the record a communication setting forth the views of the Commissioners. A copy of the Communication with respect to the Passaic River and Newark Bay, Hackensack and Passaic Rivers, is annexed hereto as Appendix A; a copy of the communication with respect to Buttermilk Channel is annexed hereto as Appendix B.

3. Other Improvements. The Commissioners have continued their interest in the improvement of Perth Amboy Anchorage No. 44 and to this end have submitted further recommendations to the Army Engineers. As a part of their proposals, the Commissioners have recommended the improvement and relocation of the Raritan Bay Channel where it traverses the south portion of Anchorage No. 44.

The Commissioners have also participated in the hearings and discussions on the proposed improvements to Sandy Hook South Channel.

Bridge-to-Bridge RadioTelephone

The Board of Commissioners has watched with great interest developments in the Bridge-to-Bridge RadioTelephone experiment being conducted in the Delaware River and Delaware Bay Area. It is hoped that a successful outcome in that area may lead to the development of a similar communication system within the Port of New York, and the Commissioners plan to cooperate with other interested groups in this regard.

Port Preparedness

During 1959 there has been renewed activity in the Port of New York toward preparedness in the event of a war emergency. The major concern of the Commissioners in this matter is to see that

the pilots licensed by the State of New Jersey, as well as all other licensed pilots whose services will be essential in the movement of vessels within the Port, are given access to waterfront areas. A large number of interested organizations are cooperating in the study of port preparedness and the Commissioners are being kept currently informed of developments.

Respectfully submitted,

WALTER E. MALONEY,
Secretary

APPENDIX A

STATE OF NEW JERSEY
BOARD OF COMMISSIONERS OF PILOTAGE
NEWARK AIRPORT
NEWARK, NEW JERSEY

December 15, 1959

Office of the District Engineer
U.S. Army Engineer District, New York
Corps of Engineers
111 East 16th Street
New York 3, New York

Attention: C. M. Duke
Colonel Corps of Engineers
District Engineer

NOTICE OF PUBLIC HEARING, PROPOSED IMPROVEMENT
IN THE PASSAIC RIVER AND NEWARK BAY, HACKENSACK
AND PASSAIC RIVER, N.J. - PUBLIC NOTICE NO. 4273

Dear Sir:

In response to Public Notice No. 4273, your File No. NANGB, the Commissioners of Pilotage for the State of New Jersey, having a vital interest in the waterways leading to and from the various New Jersey terminals, would like to express their ideas of improvements needed for the newer and larger vessels that are expected to use the Newark Bay and tributaries in the near future--in fact, vessels of a greater length than 650 feet have already been brought to the upper reaches of the present deep water channels in Newark Bay.

The Commissioners of Pilotage are not in possession of the necessary records to properly fill out the questionnaire attached to Public Notice No. 4273, but would like to answer the questionnaire, where possible, in a general way.

New Jersey pilots operating on a license issued by this Commission assist in navigating vessels of all types throughout the entire waterway, and the Commissioners are aware of their ideas as

to improvements required to handle larger vessels in the Newark Bay area. The Commission has taken note of the pilots' views before making the following proposals for improvements of Newark Bay and Passaic River Channels, New Jersey:

1. All channels and turning basins to have at least depth of 35 feet.

2. Where possible, channel widths should be 1000 feet up to Beacon #19, and at least one side a straight reach.

3. The west side of Newark Bay South Reach should be improved and widened by providing a channel the west side of which would run from the East end of the Dyke North of Shooters Island to the West side of the Central Railroad of New Jersey draw.

4. The channel North of the bridge should have a straightened west side extending from the Central R.R. of New Jersey to Beacon #15.

5. Widen Newark Bay North Reach north of Beacon #19 to the Penn R.R. bridge to 800 feet.

6. From North of the Penn R.R. Bridge provide a straight west side of the channel to off the Atlantic Dock.

7. Extend the 35 feet channel and widen channel of the Passaic River to at least 500 feet above the junction of the Hackensack and Passaic Rivers to Point No Point.

8. Establish Anchorage and maneuvering areas at four points as follows:

1. North and East of end of dike north of Shooters Island, which will automatically become available, if west side of channel is moved west as indicated in Item 3.

2. It is understood further developments are indicated by the Elizabeth Port Authority at Port Newark and to include an approach channel near Bound Creek to the new docks at Port Newark. An emergency maneuvering area, which could also serve as a temporary anchorage above the Central R.R. bridge, should be provided as part of the approach channel to be an area at least 500 feet square between Beacons #9 and #15. The entire area to be West of the Channel proposed in Item 4.

3. Provide a maneuvering area Southwest of Beacon #19 at the entrance to Port Newark by widening the Port Newark Branch Channel to 1000 feet.

4. Provide a turning basin at the junction of the Hackensack and Passaic Rivers 1000 feet in diameter, the Northern Part of the area to be 300 feet North of the present beacon at the intersection of Droyers Point and Kearny Point Reaches.

Sincerely yours,

STATE OF NEW JERSEY
COMMISSIONERS OF PILOTAGE

By: /s/ WALTER E. MALONEY
Secretary

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APPENDIX B

STATE OF NEW JERSEY
BOARD OF COMMISSIONERS OF PILOTAGE
NEWARK AIRPORT
NEWARK, NEW JERSEY

December 15, 1959

Colonel C. M. Duke
District Engineer
U.S. Army Engineer District, New York
Corps of Engineers
111 East 16th Street
New York 3, N.Y.

Dear Sir:

BUTTERMILK CHANNEL, NEW YORK HARBOR
IMPROVEMENTS AT JUNCTION WITH ANCHORAGE
AND BAY RIDGE-RED HOOK CHANNELS

The Commissioners of Pilotage, State of New Jersey, appreciate the opportunity to submit their recommendations in regard to improving conditions at the junction with Anchorage and Red Hook Channels.

In order to ease the problem of vessels proceeding South in the Anchorage Channel and bound for docks on the Brooklyn waterfront or vessels proceeding North in the Anchorage channels going to Brooklyn must make practically a U turn or, in some instances, make an S turn through the junction of Buttermilk and Anchorage Channels.

The Commissioners' records show several mishaps in and near the junction have occurred. Much of the concern in navigating vessels through Buttermilk Channel is due to the existing restrictions, such as the narrow channel Southwest of Governors Island and North of Red Hook Flats. There is little doubt that due to the changes and improvements which have taken place along the Brooklyn shore and the planned improvements that the number of vessels moving through Buttermilk Channel will increase by at least 1,000 movements per year. The length of vessels using Buttermilk Channel have increased over 100 feet and the deadweight tonnage over 1,000 tons during the past 20 years.

The New Jersey Commissioners of Pilotage recognize that the New Jersey pilots are called upon to do more difficult jobs as the vessels they handle increase in size and tonnage during extreme weather conditions and are urged to move these large vessels under more severe conditions than was the practice a few years ago. In order to avoid delays or costly incidents the following improvements are recommended:

1. Widen the existing channel on the North to and along a line drawn from the Northerly of two tanks, which are indicated on U.S.C.G. Chart 541 located close by and North of Erie Basin, to the Statue of Liberty.
2. Widen the South side of the channel along and to a line drawn from the South side of the entrance to Erie Basin to Buoy #30 located on the Northwest side of Red Hook Flats.

The entrance to Buttermilk Channel from the anchorage Channel will then be approximately 3,000 feet wide at its narrowest point. This should provide a safe channel for the new and large vessels now using the Brooklyn Terminals.

Sincerely yours,

STATE OF NEW JERSEY
COMMISSIONERS OF PILOTAGE

/s/ HAROLD F. CRAVEN

President of the Commission

COMMISSIONERS OF PILOTAGE

THOMAS L. BALL, 2 Kensington Avenue, Jersey City, New Jersey.—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 States Shipping Board thereafter. From 1922 to date has been engaged in docking and undocking and transporting vessels in the Port of New York.

WILLIAM H. BURRILL, 89 North Arlington Avenue, East Orange, New Jersey.—Vice 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.—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 the Port of Elizabeth, New Jersey, from 1932 to 1945.

HAROLD F. CRAVEN, 271 Brookside Avenue, Allendale, New Jersey.—President of the Board of Commissioners. Graduate of Massachusetts Nautical School. Holds license as master of steam and motor vessels on the waters of any ocean, any tonnage, and various Federal pilot licenses. Sailed as quartermaster 1915-1917, and thereafter, until 1946, as a licensed deck officer. During World War I and World War II saw service in tankers and also served during World War II as commodore of fast trans-Atlantic convoys.

WILLIAM W. KUHNE, 1208 Hillside Road, Sparta, New Jersey.—Holder of license as master of steam, motor or sailing vessels, any ocean, any tonnage. Also holds various Federal pilot licenses. Retired in 1953 after 51 years of service in the merchant marine. Served a total of 24 years in United States Navy and United States Naval Reserve, retiring in 1952 as a commander.

WALTER E. MALONEY, 31 Forest Drive, Short Hills, New Jersey.—Secretary-Treasurer of the Board of Commissioners. Attorney in New York City specializing in maritime matters. Served during World War II as officer in United States Coast Guard.



