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ANNUAL REPORT

OF THE

BOARD

OF

COMMISSIONERS OF PILOTAGE,

NOVEMBER 1st, 1892,

TO NOVEMBER 1st, 1893.

Document No. 25

ANNUAL REPORT

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COMMISSIONERS OF PILOTAGE

NOVEMBER 1st 1893

TO NOVEMBER 1st 1893

MEMBERS OF THE BOARD

OF

COMMISSIONERS OF PILOTAGE OF NEW JERSEY.

OCTOBER 31st, 1893.

NAMES.	RESIDENCE.	BUSINESS.
THOMAS S. NEGUS (President).....	Jersey City.....	140 Water St, N. Y.
HON. DANIEL C. CHASE (Secretary)....	South Amboy.....	129 Broad St., N. Y.
C. A. NEWELL.....	Haleyville.....	—————
WILLIAM JEFFRY.....	Toms River.....	—————

REPORT.

To His Excellency George T. Werts, Governor, and to the Legislature of New Jersey:

As required by Section 12 of an act to establish and regulate pilotage, approved April 17th, 1846, the several amendments thereto, and the laws governing obstructions to navigation, fisheries, &c., the Board of Commissioners of Pilotage respectfully submits a report for the fiscal year ending with October 31st, 1893.

The board has strictly administered the laws, and by its efforts several wrecks have been removed from the navigable waters of the State, such as wrecks of the barges, John Hughes and Mary O'Rourke, from Little Swash channel; barge J. N. Thompson, from channel between South Amboy and Great Beds light; barge A. J. Chase, at mouth of Raritan river; wreck of a canal boat in Staten Island Sound near Plow Share Point; one off Seawane and one at mouth of Passaic river; illegal dumping and obstruction to navigation prosecuted, such as tug Stephen Decatur and dump scows off Waackaack; fisheries regulated. The pilotage regulated and systematized for the bay and harbor of New York shows that in all detail it is being conducted in the most practicable and advantageous manner.

The fiscal year just closed has been a comparatively disastrous one.

On October 3d, Boat-keeper Chas. Peel, of pilot-boat T. S. Negus, No. 1, was drowned in the East river, he being caught in the hawser of the tug H. S. Crosley, which had the Negus in tow.

On January 12th, 1893, pilot-boat James Gordon Bennett was lost on the New Jersey coast, her crew and one pilot, who were on board at the time, being saved, but after much suffering.

On February 5th, William Errickson, of Barnegat, died; he was a faithful member of the board.

On February 6th, pilot-boat David Carl, No. 4, was sunk in the ship channel near West Bank, being run down by J. E. Ward &

Co.'s steamship Orizaba, but was raised by the Chapman Wrecking Co., repaired, and put again in commission.

On September 17th, 1893, pilot-boat David Carl, No. 4, in charge of Boat-keeper Pooch, was lost on Long Beach shoal; but after considerable time and suffering in her life-boats, the crew was picked up by a passing vessel, the Carl becoming a total loss.

On the night of October 24th, while at sea in a storm, Boat-keeper Frank Gillet was swept overboard from the pilot-boat Thomas S. Negus, by high seas, and was drowned, and his body not recovered.

On October 24th, Captain Robert Simonson, who had been for years a member of this board, and part of the time its Secretary, but of late years his work as Secretary being performed by Commissioner D. C. Chase, Acting Secretary, died at his residence in East Orange.

As a detailed statement of all the trials, disciplines, groundings, collisions, claims for pilotage and numerous other kinds would make the report too lengthy, suffice to say that all such cases have been adjusted strictly in accordance with the law and rules, and with the fullest possible hearings, to enable the board to arrive at a just and equitable decision. The joint rules, conferences, decisions, &c., of this board, with the New York Board of Commissioners, being essential in the similar conditions of both systems.

On April 13th, 1893, Captain C. A. Newell, of Haleyville, and William Jeffry, of Toms River, presented their certificates of appointment as members of this board, and on that date entered the board.

On April 13th, 1893, Captain James T. Brown and his colleagues, formerly of pilot-boat James Gordon Bennett, No. 6 (wrecked upon the New Jersey coast), were authorized to build a new pilot-boat (propelled by sail), to be put in the service and be known as No. 6.

On April 13th, 1893, Deputy Pilot Thomas T. Burrett was examined by the board; he being found worthy and qualified, was granted a full branch license.

On July 13th, 1893, Apprentice Richard Simmons appeared before the board, was highly recommended, thoroughly examined, and being found qualified and worthy, was granted a license for eighteen feet.

On August 5th, 1893, the new pilot-boat James Gordon Bennett, No. 6, was given the necessary license to enter the pilot system.

On September 14th, 1893, William B. Lennon, apprentice, appeared before the board, well recommended, thoroughly examined, and being found well qualified and worthy, was granted a license for eighteen feet draught.

During the winter of 1892 and 1893, great difficulty was experienced in the pilot service by the heavy ice-flows, displacements of buoys, &c., being much greater than before experienced in many years.

The naval parade very considerably increased the labor and work of the Executive Committee of the board on account of the arrival of so many foreign warships; the disputes between our pilots, also, with New York pilots as to the legality of many of them; the crowded condition of channels, &c.

The pilot vessels are first-class in all respects, well built and cruise at sea as far as 500 miles, our pilots being competent, energetic and worthy; in fact the entire pilot system and its workings throughout are satisfactory to the shipping interest of this State. In this connection it can be stated that while the bar channels have been essentially improved and deepened by the U. S. Army Engineer Corps, and some rocks also removed from the upper harbor, the increase in size and draught of new steamers built by the transatlantic lines (some nearly 600 feet long) is such that they can only with safety cross the bar at about high water.

To our knowledge His Excellency has given this branch of the State's prosperity considerable attention, and we with pride seek more of it, as well as from the members of the Legislature, at the same time again recommending such amendment to the law as will enable us to put and keep in the service our proportionate number with the New York State system.

The number of New Jersey State pilot-boats now in the service is eight (8), and the number of pilots holding licenses from this board is fifty-six (56), of which forty-seven (47) are in active service as Sandy Hook pilots, seven (7) are inactive and superannuated, and two (2) as Amboy local pilots.

The number of apprentices now entered is but three (3).

The boats now holding licenses from the State of New Jersey are the most efficient and perfect of any that are engaged in the business of pilotage.

The number of vessels piloted into the port of New York, both inward and outward, was two thousand two hundred and fifty (2,250), and the gross amount of pilotage earned by the New Jersey pilots during the fiscal year is one hundred and fifty-six thousand nine hundred and eleven dollars and ninety-nine cents (\$156,911.99).

The increase in the tonnage of vessels constructed during the past

year keeps pace with the deepening of the channels, to the extreme limit of safety.

The joint agreement between the New York Board of Pilot Commissioners and this board, whereby the system of application through the respective boards for the services of pilots for vessels to be boarded other ways than from pilot-boats, continues advantageous and satisfactory.

The duties of the board, if properly and thoroughly performed, as has been done through the past year, are arduous and take much time. Cases are so numerous, although some of them are trivial and require quick, prompt action; much time taking of evidence, preparation of opinions and our decisions, and a general supervision of all the duties under the laws, cost of stenographers, stationery, rent, put upon the board, doubtless, a much greater amount of work and expense 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 rents, stationery and clerical help 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 Legislature, and trust we thus enjoy their confidence.

We desire to express our acknowledgment to the pilots of their cheerful assistance to the board when called upon for their aid, support and confidence.

Friendly relations continue to exist between this board and the New York Board of Pilot Commissioners.

We append herewith tables for your further information.

Respectfully your obedient servants,

THOMAS S. NEGUS,

President.

D. C. CHASE,
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, 1893.

MONTHS.	INWARD.						OUTWARD.					
	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1892.												
November.....	64	6	16	2	4	92	59	10	12	3	1	85
December.....	65	7	18	2	5	97	71	7	20	1	.....	99
1893.												
January.....	58	2	19	1	4	84	61	5	10	.....	.....	76
February.....	52	5	20	2	11	90	49	4	12	3	.....	68
March.....	68	8	13	6	13	108	68	4	17	4	1	94
April.....	79	5	17	5	8	114	75	3	16	4	1	99
May.....	68	5	19	8	18	118	66	6	12	6	1	91
June.....	68	2	12	4	10	96	59	9	21	5	.....	94
July.....	85	5	6	4	5	105	80	5	8	2	2	97
August.....	71	3	21	3	8	106	74	3	10	3	.....	90
September.....	71	6	8	2	3	90	70	1	11	1	.....	83
October.....	64	12	10	3	2	91	67	4	9	3	.....	83
Total.....	813	66	179	42	91	1,191	799	61	158	35	6	1,059

NAMES AND TONNAGE OF NEW JERSEY SANDY HOOK
PILOT BOATS.

OCTOBER 31ST, 1893.

	Tonnage.
Number 1. Thomas S. Negus.....	71.85
Number 2. Elbridge T. Gerry.....	62.00
Number 3. Thomas D. Harrison.....	69.72
Number 4. Friend.....	47.00
Number 5. D. T. Leahy.....	70.99
Number 6. James Gordon Bennett.....	70.00
Number 7. Centennial.....	55.25
Number 8. Edward E. Barrett.....	65.59
Total number of New Jersey Sandy Hook pilots holding com- missions.....	56
Number of inactive and incapacitated.....	7
Number of apprentices.....	3
Number of Perth Amboy local pilots.....	2