

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

**FOR YEAR ENDING DECEMBER 31, 1971**

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**125TH 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 125th Annual Report to the Legislature of the State of New Jersey. This report covers the year ending December 31, 1971.

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 following bonds were received by the Commissioners during the year 1971 to replace previous bonds which had been cancelled due to the death or retirement of one or more of the sureties:

<b>Pilot</b>	<b>Sureties on Bond</b>
Donald M. Mercereau	Pilots William J. Baeszler and James H. Peterson, Jr.
J. L. Renesse	Pilots William J. Baeszler and James H. Peterson, Jr.

The following bonds were received by the Commissioners during the year 1971 as a condition to pilots receiving their original licenses:

<b>Pilots</b>	<b>Date of Bond</b>	<b>Sureties on Bond</b>
Thomas W. Peters	3-15-71	Pilots William J. Baeszler and James H. Peterson, Jr.
Robert D. Rice	11-15-71	Pilots James H. Peterson, Jr. and Thomas W. Peters

## **B. AN ABSTRACT OF THE PROCEEDINGS OF THE COMMISSIONERS WITHIN THE YEAR 1971.**

At the meeting of the Board held on May 19, 1971, Commissioners William H. Burrill, George N. Axiotes and Joseph G. Glennon were sworn in as Commissioners of Pilotage for new three-year terms commencing May 20, 1971, June 3, 1971 and June 13, 1971, respectively.

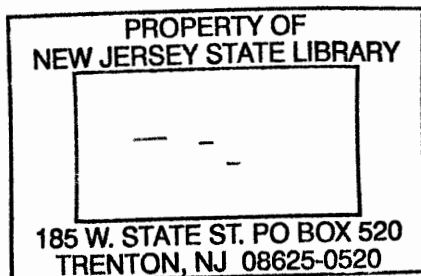
During the calendar year 1971, the Commissioners advanced two pilots from Second to First Grade; one pilot from Third to Second Grade; one pilot from Fourth to Third Grade; three pilots from Sixth to Fifth Grade; and two pilots were granted original licenses as pilots of the Sixth Grade. The license of one Full Branch pilot was endorsed so as to permit him to handle vessels in and out of the Port of New York by way of Sands Point or Execution Rocks (commonly known as the Hell Gate area). During the same period no apprentices were registered.

The Commissioners investigated a total of nine reports of marine casualties during 1971, including two cases which had been pending at the end of 1970. In eight 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. One case remained under investigation at the close of the year awaiting further information before a final determination can be made by the Commissioners.

During 1970, on the recommendation of the United New Jersey Sandy Hook Pilots' Association, the Board decided that a pilot of the Sixth Grade, after six months of service in that grade, should be permitted to handle vessels up to 22 feet in draft and up to 10,000 tons. This change was made because of the dwindling opportunities for pilots of the Sixth Grade to handle vessels because of their license limitations on draft and tonnage. This increased authority of pilots of the Sixth Grade became effective for a trial period of one year expiring August 31, 1971 and pilots coming before the Board to apply for promotion to pilot of the Fifth Grade were required to give the names and drafts of vessels piloted pursuant to this increased authorization. When the trial period of one year expired on August 31, 1971, the Board reviewed the situation with the Pilots' Association and it was the consensus that this increased authority had made it possible for pilots of the Sixth Grade to handle more vessels and thereby to gain more experience. The increased authorization has been continued for another year, through August 31, 1972, under the same conditions.

On several occasions the Commissioners discussed with representatives of the United New Jersey Sandy Hook Pilots' Association the desirability of providing some refresher training for pilots who had been absent from duty for an extended period. The Commissioners were informed that discussions were also taking place between the Board of Commissioners of Pilots of the State of New York and the United New York Sandy Hook Pilots' Association. In due course the Commissioners were informed that the Joint Executive Committee, representing the two Pilots' Associations, had established refresher requirements for pilots returning to duty after an absence of six months or more. The Board concluded that it was in the best interests of all concerned to give the Associations an opportunity to police the matter themselves.

The United New Jersey Sandy Hook Pilots' Association reported to the Commissioners that they were continuing to have difficulty with certain vessel owners who failed or refused to avail themselves of the service of the pilots when their vessels crossed the Bar at Sandy Hook in the course of a movement from one point in Greater New York Harbor to another point therein. The Commissioners were advised further that the pilots had filed suit for the disputed pilotage, the main purpose of the litigation being to establish that pilotage is required under the New Jersey Statutes for passages such as those made by the vessels in question. As of year end, the litigation was still pending.



**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,  
1971:

R. Ahrens	R. V. Keenan	J. H. Peterson, Jr.
W. J. Baeszler	G. W. Kissenberth	C. C. Reed
F. J. Boslet	J. Licata	J. L. Renesse
A. T. Boyan	G. A. Mason	R. D. Rice
C. I. Britton	J. F. McCarthy	H. A. Schweers
H. J. Costello	R. J. McCarthy	C. E. Sloat
R. E. Cox	T. J. McGovern	D. T. Smith
C. W. Dahmen	D. J. McInerney	J. P. Smith
R. A. Deane	D. M. Mercereau	K. W. Sorensen
L. T. Earl	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	C. A. Whiteside
R. D. Jones	T. W. Peters	W. F. Winter
J. G. Keating	J. H. Peterson, Sr.	E. G. Young

*Retired Pilots*

P. V. Burke  
W. J. Crocker  
H. C. Egan  
E. W. Florimont  
C. M. Lowe  
W. H. Lowe  
R. I. Oldmixon

*Deceased Pilot*

J. D. Beebe — May 16, 1971

The following vessels were serviced during 1971:

	IN	OUT
January	286	288
February	264	278
March	276	325
April	266	281
May	303	301
June	305	307
July	307	299
August	287	280
September	291	302
October	123	132
November	146	125
December	235	256
<b>TOTAL</b>	<b>3,089</b>	<b>3,174</b>

**D. OBSERVATIONS IN RELATION TO THE SYSTEM  
OF PILOTAGE.**

*Federal Appropriations For  
Harbor Improvements*

The Commissioners were pleased by the action of Congress in voting substantial appropriations for harbor improvements in the Port of New York. Continuing channel improvement adds greatly to the safety of navigation in the Port and the Commissioners are pleased to have been able to join with other interested organizations, particularly the Port of New York Authority, in supporting substantial appropriations for this purpose.

### ***Stapleton Anchorage***

In a related matter, the Commissioners became concerned over the increasingly serious congestion at certain times in the Stapleton Anchorage. The Board directed the pilots to make periodic surveys of the vessels in the anchorage, to give particular attention to any vessels that remain there in excess of 72 hours, and to advise the Board of their observations.

The Commissioners addressed a letter to the Captain of the Port expressing their concern that casualties might result from this situation. The Captain of the Port, in acknowledging the Board's communication, echoed the Board's concern and detailed efforts being made to alleviate the situation.

Periodic reports from the pilots confirmed that the congestion was easing and by year end the situation was such that the Anchorage presented no real hazard.

### ***Bridge-to-Bridge Radiotelephone Communication***

Some years ago the New Jersey Commissioners took a leading role in initiating the experimental use of bridge-to-bridge radiotelephone communication on vessels going in or out of Port Newark. Portable radiotelephone equipment was carried aboard the vessels by the pilots, permitting them to communicate not only with each other but with bridge tenders. The experiment proved highly successful and use of radiotelephones was later expanded so as to be employed in movement of vessels anywhere in the Harbor.

Pursuant to an agreement with steamship interests, a nominal amount was added to each pilotage charge so as to defray the cost of supplying individual pilots with the radiotelephone sets. At the end of 1971, the Sandy Hook pilots announced that they intended to continue this radiotelephone service and that thereafter it would be without additional charge to the industry.

Respectfully submitted  
**WALTER E. MALONEY**  
*Secretary*



## COMMISSIONERS OF PILOTAGE

JOHN W. ANDERSON, 96 Highwood Avenue, Tenaflly, New Jersey. President of the Board of Commissioners. Holds Master's license unlimited. Graduate of New York State Nautical School, October 1915. Served at sea in United States 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 I, then served as chief mate and master on vessels trading between New York and Australia, India, and the Far East. Obtained Master's license and first command in 1920. Served with United States Lines as master from 1925 until retirement in 1964. During World War II 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.

GEORGE N. AXIOTES, 129 North Arlington Avenue, East Orange, New Jersey. 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.

WILLIAM H. BURRILL, 103 North Walnut Street, East Orange, New Jersey. 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.

JOSEPH G. GLENNON, 230 Maple Street, Weehawken, New Jersey. Vice President of the Board of Commissioners. 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's 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.

JOHN E. GREEN, 51 Snyder Avenue, Ramsey, New Jersey. Holds unlimited Master Mariner's license. Graduate Massachusetts Maritime Academy April, 1931. Served in all Licensed Deck Officer capacities including Master 1931-1943. Served in all theaters of World War II, surviving two sinkings. Held numerous positions ashore with United States Lines Inc. and presently their Marine Superintendent at New York. Retired Commander, USNR. Chairman, Operation Committee, American Institute Merchant Shipping (A.I.M.S.) Member of Safety of Life at Sea (S.O.L.A.S.) Subcommittee Working Group on Standards of Training and Watchkeeping. Currently a member of United States Coast Guard Sea Lanes Study Committee, Boston, Massachusetts. Member of Marine Society City of New York, Boston Marine Society and Council of American Master Mariners.

WALTER E. MALONEY, 186 Hartshorn Drive, Short Hills, New Jersey. Secretary-Treasurer of Board of Commissioners. Attorney in New York City specializing in maritime matters since 1941. Served during World War II on active duty as an officer in United States Coast Guard.



