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**ANNUAL REPORT**

**OF THE**

**Board of Commissioners  
of Pilotage**

**OF THE**

**STATE OF NEW JERSEY**

**For Year Ending December 31, 1962.**

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**116TH 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 116th Annual Report to the Legislature of the State of New Jersey. This report covers the year ending December 31, 1962.

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.**

At their annual meeting on January 17, 1962, the Commissioners accepted from Pilots Robert W. Ahrens, George A. Mason, John C. Oldmixon, Herbert A. Schweers and David T. Smith bonds signed by Pilots C. C. Reed and Paul V. Burke as sureties. These bonds were given to replace previous bonds on which one of the sureties had retired as an active pilot.

At their regular meeting on March 21, 1962 the Commissioners accepted from Pilot William C. Hansen his bond signed by Pilots C. C. Reed and H. J. Costello as sureties. At their regular meeting on September 19, 1962, the Commissioners accepted from Pilot Kenneth W. Sorensen his bond signed by Pilots C. C. Reed and W. J. Baeszler as sureties. These latter two bonds were given as a condition to the pilots receiving their original licenses.

**B. AN ABSTRACT OF THE PROCEEDINGS OF THE COMMISSIONERS WITHIN THE YEAR 1962.**

At the meeting of the Board held on June 20, 1962, Commissioner Harold F. Craven was sworn in as a Commissioner of Pilotage for a new three-year term commencing June 4, 1962.

During the calendar year 1962 the Commissioners advanced two pilots from the Second Grade to the First Grade; two pilots from the Third Grade to Second Grade; five pilots from Fourth Grade to Third Grade; two pilots from Fifth Grade to Fourth Grade; one pilot from Sixth Grade to Fifth Grade; and two pilots were granted original licenses as pilots of the Sixth Grade. During the same period the Commissioners registered two apprentices.

The Commissioners investigated nine reports of marine casualties. In seven of these cases, including two which had been held over from the previous year, the Commissioners determine, after hearings, that no action should be taken and the cases were closed. Two cases remained under investigation at the close of the year awaiting further information before a final determination can be made by the Commissioners.

Late in 1961 the Commissioners of Pilotage learned that in some instances a pilot with a limited license had been asked to handle a vessel with a draft in excess of that permitted by his license. Investigation disclosed that this happened only on rare occasions but nevertheless the Sandy Hook pilots were cautioned that the draft and tonnage limitations of pilots' licenses must be observed. (A copy of the Commissioners' letter to the United New Jersey Sandy Hook Pilots' Association is attached hereto as Attachment A.) At the annual meeting of the Board in January 1962 this matter was discussed with the Trustees' of the Pilots' Association who advised the Board that the Board's letter had been brought to the attention of all pilots. Late in 1962 the New York State Board of Commissioners of Pilots became interested in this same matter and it was decided that steamship operators and agents should be cautioned to use more care in specifying the draft and tonnage of the vessel at the time that a pilot is ordered. Representatives of the two Boards prepared a communication for transmittal to all vessel operators and agents. (A copy of this communication is attached hereto as Attachment B.)

The United New Jersey Sandy Hook Pilots' Association suggested that the tonnage restriction for pilots of the Fifth Grade be increased from 11,500 gross registered tons to 13,000 gross registered tons. The Commissioners were advised that the New York Board of Commissioners of Pilots had approved such an increase on a trial basis for a period of one year. Discussion brought out the fact

that pilots would receive greater and more varied experience if this amendment were to be made. It was also pointed out that the 13,000 ton limit would be about equidistant between the tonnage limit for the Sixth and Fourth Grade pilots. The Board thereafter increased the tonnage limitation for Fifth Grade pilots to 13,000 gross registered tons for a trial period of one year, effective February 22, 1962. The Pilots' Association was requested to report quarterly to the Board on the experience of pilots of the Fifth Grade who handle vessels of this increased tonnage. At the end of the trial period the Board will consider amendment of its Regulations in this respect.

In April 1962 the New York State Legislature passed and the Governor of New York signed legislation increasing the Sandy Hook pilotage rate from \$7.00 per draft foot to \$8.25 per draft foot. Chapter 8 of the New Jersey Statutes requires that changes shall be made in the rates of pilotage for pilots licensed by the State of New Jersey to conform to any changes made in the rates of pilotage for pilots licensed by the State of New York. Accordingly, Section 38 of the Board's Regulations was amended to conform to the New York legislation.

**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, 1962:

R. Ahrens	J. G. Keating	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	H. A. Schweers
C. I. Britton	J. F. McCarthy	C. E. Sloat
P. V. Burke	R. J. McCarthy	D. T. Smith
H. J. Costello	T. J. McGovern	J. P. Smith
R. E. Cox	D. M. Mercereau	K. W. Sorensen
P. L. Cullison	R. Miller	R. C. Sorge
L. T. Earl	W. A. Mitchell, Jr.	W. W. Sturgeon
H. C. Egan	J. Murray	F. D. Wall
W. J. Egan	E. D. O'Donnell	E. H. Weiler
J. E. Graham	A. G. Oldmixon	C. E. Wendel
W. C. Hall	J. C. Oldmixon	W. F. Winter
W. C. Hansen	R. I. Oldmixon	C. R. Wood
W. W. Hanson	J. H. Peterson, Sr.	E. G. Young

*Retired Pilots*

J. D. Beebe	J. L. Hall	G. J. Madigan
H. M. Clarke, Jr.	F. B. Lennan	G. Oldmixon
W. J. Crocker	C. M. Lowe	L. E. Oldmixon
E. W. Florimont	W. H. Lowe	

*Deceased*

W. A. Mitchell, Sr. - September 20, 1962

The following vessels were serviced during 1962 :

	IN	OUT
January	385	379
February	371	360
March	391	400
April	343	347
May	392	377
June	331	359
July	353	366
August	346	358
September	393	368
October	353	321
November	357	360
December	351	345
<b>TOTAL</b>	<b>4,366</b>	<b>4,340</b>

## D. OBSERVATION IN RELATION TO THE SYSTEM OF PILOTAGE.

### *Harbor Improvement Matters*

During 1962 the Commissioners continued their interest and activity in this field. Late in 1961 the attention of the Board had been called to a proposal to widen the channels to the Kills. After considerable study a communication was prepared and submitted to the Army Engineers on this subject. (A copy of the letter is attached hereto as Attachment C.)

Consideration was also given to the possible modification of the existing anchorage areas in New York Harbor. Comments had been requested by the Army Engineers and in response thereto the Commissioners submitted their views. (A copy of the Board's letter is attached hereto as Attachment D.)

### *Civil Defense Recognition of Pilots*

For several years the Commissioners of Pilotage have sought to have civil defense identification cards issued to all Sandy Hook pilots who reside in New Jersey. It has been quite apparent that in the event of an emergency harbor traffic would be greatly facilitated if these skilled pilots could have access to the waterfront. During 1962 the Commissioners were encouraged to learn from Mr. Kenneth Creveling, Director, Division of Resource Development, State of New Jersey Department of Conservation and Economic Development, that the Civil Defense Director of New Jersey had approved the issuance of civil defense identification cards to the pilots. The names and addresses have been submitted and the pilots are awaiting receipt of their identification cards. Information with respect to this development has been transmitted to the New York Board of Commissioners of Pilots who have stated that they will endeavor to get similar identification for Sandy Hook pilots who reside in the State of New York.

*Ship-to-ship radiotelephone*

The Commissioners have watched with interest the success of the ship-to-ship radiotelephone experiment in the Delaware River and Delaware Bay area. Late in 1962 word was received that the frequency allocation, originally granted on an experimental basis, had been made permanent and that the frequency would be available for similar use in any area of the United States. Consideration is being given to instituting a similar ship-to-ship radiotelephone communication system in New York Harbor utilizing the services of the Sandy Hook pilots. Light, portable radiotelephones with a range of five to ten miles would be utilized and would be carried aboard incoming or departing ships by the pilots. The proposal is still under study and will be discussed with all interested parties.

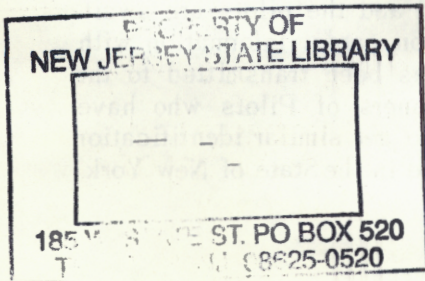
*Lighting on the Proposed Verrazano-Narrows Bridge*

At the suggestion of the United New Jersey Sandy Hook Pilots' Association, the Commissioners took a very active interest in the proper lighting of this new bridge over the Narrows. Reports had been received that the lighting of the highways over several other bridges in the vicinity of New York City created severe navigation hazards in that the reflection from these lights made it impossible to see the lights on approaching vessels. With the assistance of the pilots the Commissioners studied the lighting on these bridges as well as on others where the problem does not exist. Efforts were made to interest the Army Engineers in this problem and at year-end all interested parties were awaiting action by the Army Engineers.

Respectfully submitted,

WALTER E. MALONEY

Secretary



STATE OF NEW JERSEY  
BOARD OF COMMISSIONERS OF PILOTAGE

State of New Jersey  
Board of Commissioners  
of Pilotage  
40 Wall St. (Rm. 4200)  
New York 5, New York  
December 29, 1961

Captain C. C. Reed, President  
United New Jersey Sandy Hook  
Pilots' Association  
24 State Street  
New York, New York

Dear Captain Reed:

At a recent meeting of the Commissioners of Pilotage concern was expressed that under certain circumstances a pilot might be asked to handle a vessel with a draft in excess of that permitted by his license. I am sure you realize that failure to have a fully qualified pilot on board could have serious consequences not only to the pilot and pilotage service but to the vessel owner and operator as well.

We trust that your Association will do everything possible to see that the draft and tonnage limitations of pilots' licenses are observed, even if such action should result in a delay to the vessel in question. Any breach of the regulations in this regard would be viewed most seriously by the Commissioners.

Very truly yours,

STATE OF NEW JERSEY  
BOARD OF COMMISSIONERS OF PILOTAGE

By: /s/ WALTER E. MALONEY

Secretary

ATTACHMENT B

BOARD OF COMMISSIONERS OF PILOTS  
OF THE STATE OF NEW YORK

Board of Commissioners  
of Pilots  
Of The State of New York  
24 State Street  
New York 4, N.Y.  
February 1, 1963

Gentlemen:

This Board, and the Board of Commissioners of Pilotage of the State of New Jersey, are concerned over certain inefficient and undesirable practices which have developed among steamship operators in connection with ordering pilots for vessels departing from or moving within the Port of New York. Specifically, there is evidence that an appreciable percentage of pilot orders are received, not from the steamship operators directly, but rather, by way of a third party, usually a towboat company.

Inherent in this practice is the potential possibility of expensive delay to the departing vessel because of the failure of an order to properly reach the pilot office. Furthermore, often times there is wasted man power because a pilot had been called for a given hour only to discover on reporting aboard that the vessel's departure had been postponed.

Yet another inadequacy in the current practice is the lack of reasonably accurate sailing draft information for the departing vessel. This situation results in the assignment of pilots inconsistent with the several grades of licenses held by these pilots, which, under certain circumstances, may expose the vessel owner to liabilities that are best avoided, as well as to expose the pilot to embarrassment and possible liability.

The solution to the problem is a simple one and requires only your cooperation. The continued maintenance of a high standard of pilot service is a compelling reason for the adoption of the palliative.

Accordingly, it is requested, both by this Board and the New Jersey Board, that all orders for the services of State pilots be transmitted to the pilot offices concerned directly from the vessel operator or agent. Also, you are urged to render to the pilot offices the departure time and anticipated departure draft within the bounds of practicable accuracy.

Yours very truly,

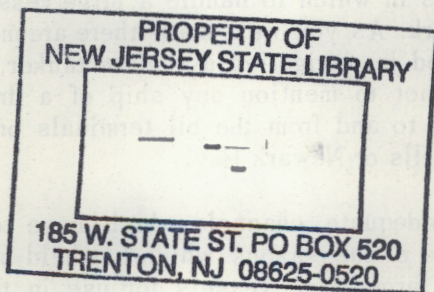
Board of Commissioners of Pilots

/s/ E. T. COSTELLO

E. T. Costello

Secretary

By Order of the Board



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ATTACHMENT C

STATE OF NEW JERSEY  
BOARD OF COMMISSIONERS OF PILOTAGE

State of New Jersey  
Board of Commissioners  
of Pilotage  
40 Wall St. (Rm. 4200)  
New York 5, New York  
March 8, 1962

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

RE: Entrance Channel from New York  
Upper Bay to Kill Van Kull

Dear Colonel Duke:

The Commissioners of Pilotage for the State of New Jersey have long been aware of one of the most difficult channels in which to handle a large vessel in the Port of New York. As you well know there are many problems encountered in navigating a modern tanker, or a large cargo vessel not to mention any ship of a draft in excess of 20 feet, to and from the oil terminals or dry cargo docks in the Kills or Newark Bay.

Inadequate channels which have to be used have been one of the reasons which has held back the construction of larger type vessels for use in the New York and New Jersey channels. Use of modern larger vessels would result in savings in the cost of transportation of material which would no doubt be passed on to the public at large. Drafts of over 35 feet are not unusual at this time. Dry cargo vessels also are finding these channels unsuitable and inadequate into Newark Bay.

It is our opinion that the first improvement necessary would be to make the entrance into the Kills safer. To accomplish this it is suggested that Constable Hook Channel be improved as follows:

Provide a depth of 40 feet in the area between the present deep water channel on the Constable Hook range to a point 750 yards 180 degrees from Robbins Reef Light, then westward to the docks at Constable Hook.

In suggesting a point or points and depths in this area it is the intention of this Commission to request that 40 feet of water be provided in the above mentioned area between the Upper Bay and the Kill Van Kull channels.

We are well aware of the problems encountered when two deep draft vessels meet in this narrow tide swept waterway which can well be complicated by smaller type crafts using the channel. All of these problems add up to near impossible conditions when any vessel is caught in poor visibility.

The Commissioners of Pilotage, State of New Jersey, request that the Corps of Engineers consider this matter urgent and that this particular channel be improved at an early date.

Very truly yours,

COMMISSIONERS OF PILOTAGE  
STATE OF NEW JERSEY

By: /s/ HAROLD F. CRAVEN

For the Board of Commissioners

ATTACHMENT D

STATE OF NEW JERSEY  
BOARD OF COMMISSIONERS OF PILOTAGE

State of New Jersey  
Board of Commissioners  
of Pilotage  
40 Wall Street (Rm. 4200)  
New York 5, New York  
December 26, 1962

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

Your Ref. NANEN-Rr

Dear Sir:

We are in receipt of your kind letter of December 5, 1962 with respect to your study to determine whether any modification of the existing anchorage areas is advisable at this time. We are very grateful for the opportunity to consider and to comment on this matter. Our views are as follows:

(1) We wish to express our concern over the location of the explosive handling area in Gravesend Bay. We believe this location should be given most serious consideration in view of its proximity to the new Narrows Bridge. We are not prepared at the moment to suggest an alternate location for handling explosives, if such be needed, but if further consideration is to be given to this matter we would be very pleased to participate.

(2) We are in favor of items (a) and (b) set forth in your letter of December 5, 1962, both dealing with the Red Hook Flats. While discussing improvements in this location, we suggest that consideration be given to improving the southeast end of Buttermilk Channel by providing a

straight southeast channel edge between the main channel and the southwest end of Red Hook. This would require deepening an area approximately 1500 yards long by 400 yards wide at its widest point. It is particularly difficult for a large, deep draft vessel to navigate in this area when proceeding to or from Red Hook Channel and the suggested improvement would ease the pilotage problem of vessels proceeding into Buttermilk Channel from the main ship channel also designated as Anchorage Channel.

With respect to item (c), we feel that anchorages east of Caven Point are becoming more and more necessary due to the increased use of deep water terminals in this vicinity. If a vessel is required to proceed from Stapleton to the piers off Greenville or Claremont, about 30 minutes of actual steaming time are required. If the berth is not clear this may also involve the waiting time of towboats. The improvement as shown in the "advance print" is needed, but it is the consensus of this Commission that because of the size or draft of the modern dry cargo and tank vessels the proposed area is inadequate. It is suggested that this anchorage be extended approximately 1,000 yards in a northerly direction. A depth of 40' should be available in a westerly direction of 400 yards, or to the west edge of the 16' depth line as shown on the New York Harbor charts.

(3) This Commission is not in agreement with the suggestion set forth under item (d) of your December 5th letter for the following reasons. This spot is subject to variable currents, flooding or ebbing from the Kill Van Kull and the Upper Bay along the anchorage Channel. This spot is actually the southerly end of both the Hudson River and the East River. The direction of the current varies, particularly near the times of high and low waters. Furthermore, the time of ebbing and flooding is affected by freshets in the Hudson River. These variations become more marked as you approach the intersection of the two channels. These changing currents are an important factor in causing vessels to tack back and forth on their chains. This movement can cause anchors to drag and this is particularly true in cases where vessels are deeply loaded.

It is suggested that no particular area be designated for a particular type of vessel, except as previously mentioned in the case of vessels handling explosives.

It is our understanding that the Quarantine Anchorage would remain unchanged and that ships subject to quarantine are not included in any of the suggestions under consideration.

The above views are submitted by the New Jersey Board of Pilotage Commissioners with the full realization that some of the anchorages mentioned are within the boundaries of the State of New York. Nevertheless, pilots licensed by this Commission handle vessels in all New York Harbor waters and our Commission has a keen interest in easing the conditions and alleviating problems encountered by the pilots. The increases in the size of vessels entering New York Harbor have brought about a situation wherein adequate anchorages are not available in all instances and in certain locations are not available at any time. Any improvement in this respect will add materially to the safety and shorten the time required in navigating the ships handled by the Sandy Hook pilots.

Once again let us express our appreciation for your giving us an opportunity to comment on these matters.

Sincerely,

STATE OF NEW JERSEY  
BOARD OF COMMISSIONERS OF PILOTAGE

(s) HAROLD F. CRAVEN  
President

## 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 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, 30 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.

**JAMES A. [Name obscured]**—Lawyer, 1200 Park Avenue, New York City. Obtained New Jersey's license in 1923 and has since 1909 and has since 1948 owned and operated his own towing business. Served as Harbor Master for the Port of Elizabeth, New Jersey, from 1932 to 1945.

**HAROLD [Name obscured]**—A. L. B. Backfield's former attorney, New Jersey, President of the Board of Commissioners, Graduate of the Maritime National Defense College. License as master of steam and motor vessels on the waters of any ocean, sea, bay, and various inland waters. Served as master of the motor vessel "L. B. Backfield" until 1946 and as deck officer from 1915 to 1946. Served during World War II as deck officer on the "L. B. Backfield" and World War II as deck officer on the "L. B. Backfield".



