

Document No. 32.

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ANNUAL REPORT

OF THE

Board of Commissioners of Pilotage

To His Excellency the Governor.

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MEMBERS OF THE BOARD

OF

Commissioners of Pilotage of New Jersey,

November 1st, 1897.

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DANIEL C. CHASE (President), . . . . .	South Amboy.
JOHN R. DEWAR (Secretary), . . . . .	Jersey City.
HENRY W. MILLER, . . . . .	Morristown.
HENRY C. GULICK, . . . . .	Barnegat.
MARK TOWNSEND, . . . . .	Linwood.
JOHN C. WEAVER . . . . .	Mauricetown.

## REPORT.

*To His Excellency John W. Griggs, Governor, and to the Legislature of New Jersey :*

The Board of Commissioners of Pilotage respectfully report that during the fiscal year just ended it has continued to administer the pilot laws of the State, also the laws for the preservation of channels in governing obstructions to navigation, fisheries, &c.

On January 9th, 1896, Arne Petersen, an apprentice, was discharged from the New Jersey Sandy Hook Pilots' service by the New Jersey Sandy Hook Pilots' Executive Committee, in which by resolution the New Jersey Sandy Hook Pilot Commissioners concurred also that John Ashcraft, William Lowe and Walter Lewis, now entered as apprentices to the captains of different boats, be changed to the United New Jersey Sandy Hook Pilots' Association ; also a request from the Executive Committee of the United New Jersey Sandy Hook Pilots' Benevolent Association that Wm. Devereaux, aged 23 years, and Charles Devereaux, aged 18 years, be named as next applicants for entry as apprentices ; also George Oldmixon to serve as an apprentice from April 22d, 1896 ; also Charles Beebe to serve as an apprentice to date from November 1st, 1896 ; also James McCarthy as an applicant to date from December 1st, 1896. On January 1st, 1897, Walter Earle and Wm. Devereaux were appointed second boat-keepers.

By arrangement with this Board and the United States Government, the following wrecks and obstructions were removed :

Month of December, 1896.—The wreck of the "Anna Augusta" was removed from the Raritan River.

March 7th, 1897.—Boat "Montross," coal laden, sunk in channel about five hundred feet from Tottenville, removed.

Wreck of Ferryboat "New Brunswick," on Communipaw Flats, removed by the Baxter Wrecking Company, by order of the United States Government, they being the lowest bidders for the contract.

March 26th, 1897.—Cargo of brick from Schooner "Erie" (capsized), in channel off Port Reading, removed.

March 30th, 1897.—Schooner "E. A. Stevens" sunk between Red Roost Creek and Bloomfield Dock on the Raritan River, raised and removed.

June 10th, 1897.—At a regular meeting of the Board of Commissioners the following preamble and resolution was adopted :

" WHEREAS, The wreck of the Steamship 'Alvena' is an obstruction and menace to navigation, be it

" *Resolved*, That the U. S. Government authorities be and are hereby advised of the fact and urged to remove said obstruction."

Contract to remove same was awarded to the Merritt Wrecking Company by the United States Government.

June 21st, 1897.—Wreck of an unknown canal boat reported at New York and Long Branch railroad bridge, Raritan bay ; referred to Major H. M. Adams, Corps of United States Engineers. Obstruction removed.

September 15th, 1897.—Schooner "Excelsior" sunk on Great Beds, between South Amboy and Long Ferry, hollow brick laden ; referred to Major H. M. Adams, Corps of United States Engineers.

October 24th, 1897.—Schooner "Phoenix," brick laden, sunk off Tottenville, Long Island sound ; reported to Major Miller, Corps United States Engineers.

Several cases of collision and grounding were investigated and opinions rendered, notably—

November 13th, 1896.—Collision between the Steamship "Persia" and Steamship "Saginaw," in New York bay, Pilots Bigley and Dexter.

January 7th, 1897.—Grounding of Steamship "Scawsby" in New York bay, Pilot C. E. Hughes.

March 17th, 1897.—Grounding of the Steamship "Paris" in the Channel, Pilot William Crocker.

May 4th, 1897.—Collision between Steamship "Caland" and barge in tow, Pilot Richard Bigley.

July 4th, 1897.—Collision between the Spanish Steamer "Habana" and Erie barge, Pilot John I. Godbey.

July 29th, 1897.—Grounding of French Steamship "Patria" at Lower Quarantine, Pilot Wm. Crocker.

On June 21st, 1897, the new steam pilot boat "New York" went on a trial trip, which proved very satisfactory to all concerned ; she then went into commission, and has proved a complete success, as was outlined by our preceding report.

At a regular meeting January, 1897, a set of new by-laws, better adapted to the new system, was adopted.

New Jersey Sandy Hook Pilot C. G. Bonnington died December 21st, 1896, and New Jersey Sandy Hook Pilot Charles E. Hughes died March 3d, 1897.

March 11th, 1897, by resolution, Joseph H. McLean's license was revoked, and his name stricken from the roll.

March 14th, 1897, Deputy Pilot John Petersen's two years' servitude as such expired, and he was granted a full branch license.

On June 14th, 1897, Deputy New Jersey Sandy Hook Pilot Harry Mix's two years' servitude as such expired, and he was granted a full branch license.

On September 1st, 1897, New Jersey Sandy Hook Pilots' Apprentice William A. Lowe, having served his term as required by law, was granted a deputy's license.

During the month of September, 1897, the case of collision of steamship "Freesland" and steamship "Bellarden," which occurred April 7th, 1896, was argued before the President and Chairman of the Executive Committee, the opinion being concurred in by the full Board.

October 14th, 1897, Pilot Benjamin Franklin Chapman appeared before the full Board in answer to a summons originating from a complaint of his being intoxicated while in charge as pilot of the steamship "Para," outward bound, August 3d, 1897. The complaint and evidence against him was read, when he was sworn by the President and testified in his own behalf, after which, on motion, the fact of his intoxication was declared proven, and that Section 19, Article 22, of the laws of New Jersey, was directed enforced in this, Mr. B. F. Chapman's case, viz. :

(19—22.) "*And be it enacted*, That in order to prevent intoxication in persons having the charge of vessels as pilots, that if any pilot or deputy pilot shall become intoxicated in charge of any vessel as pilot, he shall, for the first offence, forfeit his pilotage, be suspended from duty for six months, and in addition thereto, forfeit and pay fifty dollars to the Commissioners aforesaid, and to be by them paid to the Trustees of the Pilots' Charitable Society, if such society is formed."

There are, at the present time, in the New Jersey Sandy Hook pilot service forty-five (45) full branch pilots, one (1) deputy pilot, four (4) apprentices and four (4) pensioners.

Through the efforts of the President of the Board, several large appropriations have been made by Congress for the improvement of channels of the several rivers and harbors of the State, and the expenditures for dredging, removing of rock, protecting of the channels by diking, &c., have resulted in great benefit to the navigation interests of New Jersey ;

## COMMISSIONERS OF PILOTAGE.

several of such improvements are now in progress, and preparations for further efforts before the next Congress, by way of compiling statistics, &c., are under way.

Appended please find tables for your further consideration.

Respectfully your obedient servants,

DANIEL C. CHASE,  
*President.*

JOHN R. DEWAR,  
*Secretary.*

## Kind and Number of Vessels Piloted.

MONTHS.	INWARD.						OUTWARD.					
	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1896.												
November, . . . .	71	8	11	2	1	93	74	8	7	1	5	89
December, . . . .	85	1	4	1	2	92	86	10	10	1	4	108
1897.												
January, . . . . .	68	2	8	4	4	86	68	2	7	3	5	85
February, . . . . .	70	6	16	1	3	95	69	5	11	3	3	91
March, . . . . .	81	4	11	4	12	112	84	4	10	2	3	103
April, . . . . .	91	3	8	1	9	112	84	7	9	1	7	108
May, . . . . .	99	4	8	2	10	123	102	3	7	8	11	131
June, . . . . .	90	5	8	1	14	117	89	7	5	1	10	111
July, . . . . .	80	1	5	1	5	92	87	7	4	1	3	101
August, . . . . .	65	8	11	1	4	88	70	3	7	5	4	89
September, . . . .	86	3	3	2	4	94	68	9	1	1	3	85
October, . . . . .	85	4	4	1	2	96	79	5	7	2	2	95
Total, . . . . .	971	49	97	17	66	1,200	960	59	93	24	60	1,196

## FINANCIAL STATEMENT.

1896.	
November, . . . . .	\$14,085 39
December, . . . . .	14,687 60
1897.	
January, . . . . .	12,436 78
February, . . . . .	13,482 00
March, . . . . .	15,820 51
April, . . . . .	16,130 38
May, . . . . .	18,252 80
June, . . . . .	15,784 34
July, . . . . .	14,318 70
August, . . . . .	12,338 04
September, . . . .	13,077 32
October, . . . . .	13,963 54
Total, . . . . .	\$174,377 40

## Report of New Jersey Perth Amboy Pilots.

MONTHS.	INWARD.						OUTWARD.					
	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1897.												
January, . . . .	1		1			2	2				1	3
February, . . . .	1					1	4				1	5
March, . . . . .	1				1	2	1					1
April, . . . . .	1					1	1				5	6
May, . . . . .	1				1	2	1				4	5
June, . . . . .	1				2	3	2				1	3
July, . . . . .	1					1	1				3	4
August, . . . . .	1					1	1				3	4
September, . . . .	1					1	1				3	4
October, . . . . .	1					1	1				3	4
Total, . . . . .	7		1		5	13	11	2			18	31

### EARNINGS OF PERTH AMBOY PILOTS, YEAR 1897.

Stillman E. Parker, . . . . .	\$304 27
Thomas B. Liddell, . . . . .	189 89
	\$494 16

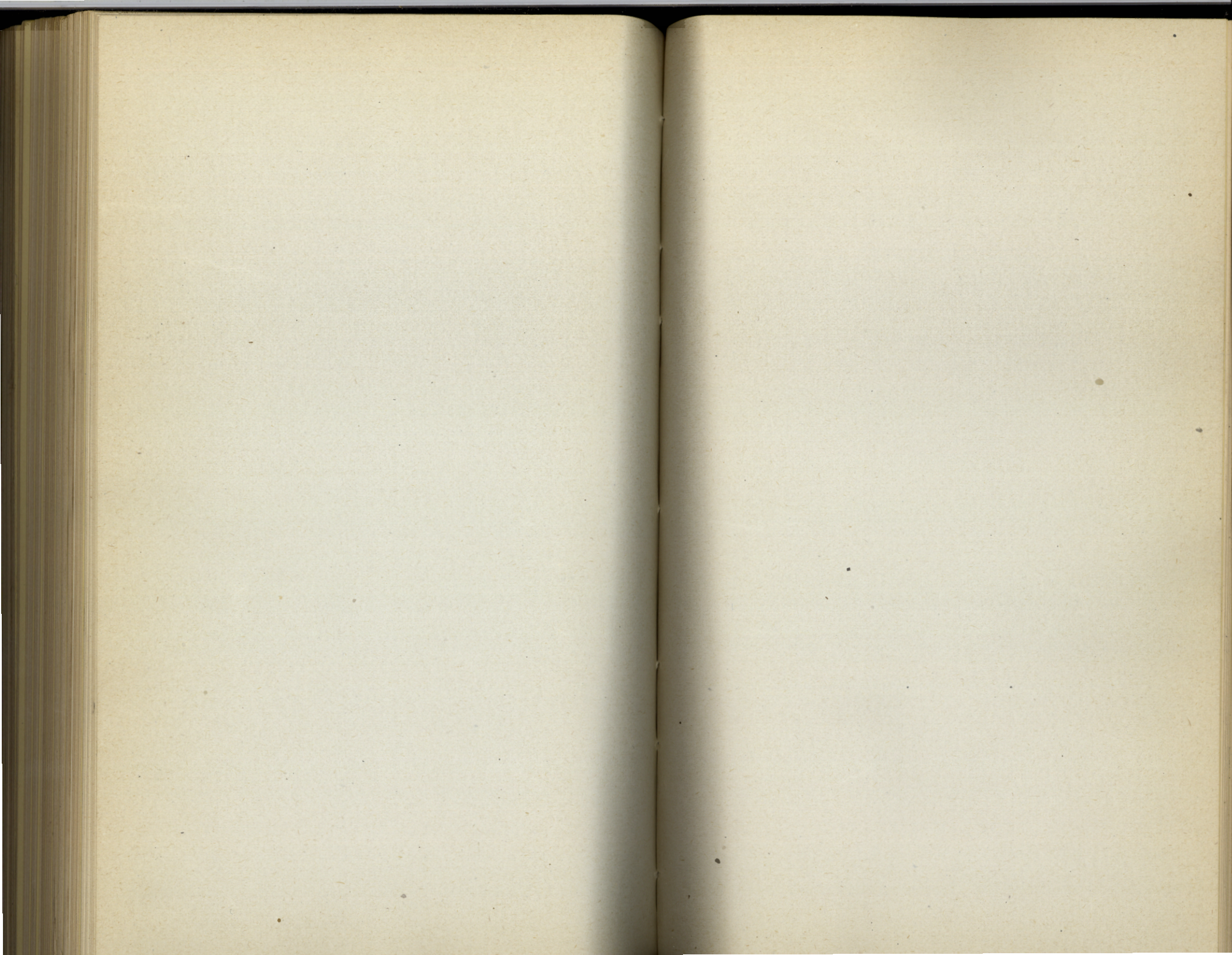
Report of New Jersey Fish and Game Commission

1911

1912

1913

1914



Volume 10

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ANNUAL REPORT

1900

Board of  
Commissioners of Public  
Education

Presented to the Board of  
Commissioners of Public Education

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