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ANNUAL REPORT

OF THE

Board of Commissioners
of Pilotage

OF THE

STATE OF NEW JERSEY

For Year Ending December 31, 1958

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THE STATE OF NEW JERSEY

DEPARTMENT OF TREASURY

STATE OF NEW JERSEY

ANNUAL REPORT

FOR THE YEAR ENDING DECEMBER 31, 1948

ASSENTED TO AND FORWARDED TO THE LEGISLATURE BY THE COMMISSIONER OF TREASURY

JOHN J. HANCOCK, Commissioner of Treasury

Board of Commissioners

of Finance

THE STATE OF NEW JERSEY

DEPARTMENT OF TREASURY

STATE OF NEW JERSEY

FOR THE YEAR ENDING DECEMBER 31, 1948

**112TH 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 112th Annual Report to the Legislature of the State of New Jersey. This report covers the year ending December 31, 1958.

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 the Annual Meeting on January 15, 1958, the Commissioners accepted bonds from the following pilots, all of said bonds being dated January 15, 1958 and signed by Pilots Andrew G. Oldmixon and Frank J. Boslet as sureties. These bonds were requested by the Commissioners to replace those on which one or both of the sureties had retired as a pilot or had died:

Charles I. Britton
Paul V. Burke
Herbert C. Egan
Jay Ellsworth Graham
Clifford M. Lowe
George J. Madigan
John F. McCarthy
Robert J. McCarthy

Ralph I. Oldmixon
James Petrie Smith
Robert C. Sorge
Carl E. Wendel
Edward H. Weiler
Winfield F. Winter
Christopher R. Wood

B. AN ABSTRACT OF THE PROCEEDINGS OF THE COMMISSIONERS WITHIN THE YEAR 1958.

At the meeting of the Board held on June 18, 1958, Commissioner Walter E. Maloney was sworn in as a Commissioner of Pilotage for a new three-year term commencing June 9, 1958. At the meeting held on August 20, 1958, Commissioners Thomas L. Ball and William H. Burrill were sworn in as Commissioners of Pilotage for new three-year terms, commencing in the case of Commissioner Ball on Septem-

ber 15, 1958, and commencing in the case of Commissioner Burrill on September 23, 1958.

During the calendar year 1958 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 Fourth Grade to the Third Grade; and two pilots from the Sixth Grade to the Fifth Grade. During the same period two pilots retired from active service and the Commissioners registered two apprentices.

The Commissioners investigated ten reports of marine casualties. In eight 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; in one case, involving a grounding, the pilot was found at fault and was officially reprimanded for poor judgment in the handling of his vessel and for his failure to adhere more strictly to the Rules of the Road; and in another case, involving a collision, the Commissioners concluded that the pilot was at fault and that he had used very poor judgment in the handling of his vessel. In this latter case, the license of the pilot was suspended for 30 days.

**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, 1958:

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

Retired

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

* On leave of absence.

COMMISSIONERS OF PILOTAGE

5

The following vessels were serviced during 1958:

	IN	OUT
January	333	374
February	281	280
March	358	390
April	358	373
May	296	316
June	294	314
July	325	309
August	283	289
September	329	310
October	355	370
November	332	344
December	372	375
Total	3,916	4,044

D. OBSERVATIONS IN RELATION TO THE SYSTEM OF PILOTAGE.

Classification of Pilots

Early in 1958 the Board considered the advisability of imposing a tonnage restriction on licenses of the lower grades. With pilots graded according to the draft of the vessel they are permitted to handle, problems have arisen in the handling of the new, larger vessels when they are light. One of the new, large vessels, when loaded, will be of sufficient draft that she can be handled only by a pilot of the First Grade; however, this same vessel, when light, will draw so little water that she will fall within the draft limits of a pilot of the Sixth or Fifth Grades. The pilots have been very conscious of this and have taken steps to see that these ships are handled at all times by pilots of the higher grades. Nevertheless, it was the view of the Commissioners that the Board's regulations should be amended so as to make it mandatory for the higher grade pilots to handle such large vessels. This matter was discussed with the Commissioners of Pilots of the State of New York and thereafter uniform amendments were made in the regulations of both Boards, effective March 15, 1958. A pilot of the Sixth Grade may not now handle a vessel that has a draft in excess of 20 feet nor a vessel that has a gross

registered tonnage in excess of 8,500 tons ; a pilot of the Fifth Grade may not handle a vessel that has a draft in excess of 24 feet nor a vessel that has a gross registered tonnage in excess of 11,500 tons ; a pilot of the Fourth Grade may not handle a vessel that has a draft in excess of 28 feet nor a vessel that has a gross registered tonnage in excess of 18,000 tons.

Perth Amboy Anchorage No. 44

In January the Commissioners had occasion to investigate the grounding of a vessel allegedly caused in part by the partial obstruction of the channel by a vessel anchored in Federal Anchorage No. 44 off Perth Amboy, New Jersey. The investigation brought out that this Anchorage was very badly congested and that this situation frequently led to difficulties in navigation. The Commissioners discussed the problem with representatives of the United New Jersey Sandy Hook Pilots Benevolent Association and agreement was reached that both groups, together with all other interested organizations, should endeavor to have the congestion eased. As a temporary measure the pilots were requested to use extreme care in anchoring vessels in Anchorage No. 44 and to avoid it if there was any danger of blocking the channel. Thereafter, at the suggestion of the Commissioners, all interested organizations in the Greater Port of New York met to consider ways and means of alleviating congestion.

As a result of these discussions, the U. S. Public Health Service agreed to board vessels for quarantine purposes at the dock rather than at Anchorage No. 44. Furthermore, the U. S. Army Engineers limited the anchorage time in this area to 24 hours. In the opinion of all concerned these changes will do much to eliminate this congestion and the Commissioners are very gratified with the success achieved as a result of their suggestion.

Delaware River Pilotage

During the course of the year the Commissioners received several reports with respect to pilotage on the Delaware River. The Commissioners once again recommend that the jurisdiction of this Board be extended to authorize the Board to license and regulate pilots on the Delaware River or that, in the alternative, a new board be created for this purpose.

In keeping with their general interest in this area, the Commissioners have followed closely the efforts to conduct an experiment in bridge-to-bridge radiotelephone communication on the Delaware Bay and Delaware River and the Board was represented by one of the Commissioners at meetings held to explore this project.

Number of Apprentices

In January the Commissioners discussed with representatives of the United New Jersey Sandy Hook Pilots Benevolent Association the need for registration of additional apprentices. After considering the anticipated level of traffic into and out of the Port of New York, the anticipated loss of licensed pilots through death or retirement, and the overall needs of the service, the Commissioners concluded that the registration of two apprentices during 1958 would serve to keep the pilot personnel at a satisfactory level. In keeping with this determination, two apprentices were registered during the year.

Visual Acuity

At several meetings during the year the Commissioners discussed the possible revision of their standards for determining "normal visual acuity" for applicant apprentices in the pilotage service. In the course of this consideration the Commissioners reviewed the visual acuity standards in effect in the various military academies, at the maritime academies, and those used by the United States Coast Guard in determining the qualifications of applicants for merchant marine licenses. In the past the Board has required a certification by an oculist or optometrist that the applicant apprentice has normal visual acuity which, in most cases, has meant 20/20 vision. After long consideration the Commissioners modified their requirements to permit acceptance of a man whose vision is 20/30, correctible to 20/20 in each eye. This requirement must be met by all applicants to be registered as apprentices, by all applicants for licenses as pilots, and by all applicants for raise in grade of license as pilots.

As a corollary to these new rules, the Commissioners adopted a new requirement that each pilot must notify the Board in writing each time his United States Coast Guard license is renewed and must also notify the Board immediately of any action taken by the United States Coast Guard to suspend or revoke his Federal pilot's license. In this

way the Board will know that the pilot has successfully passed the visual acuity requirements of the Coast Guard on renewal of license; and it will also know of any action taken by the Coast Guard against the pilot's Federal license.

Cooperation With Other State Agencies

During the course of the year the Commissioners were pleased to cooperate with other State agencies in connection with maritime affairs. In one instance the Commissioners rendered professional assistance to the Bureau of Navigation in connection with a collision involving motor boats on inland waters; in another case the Commissioners served as advisers to the Board of Public Utility Commissioners during the course of hearings on the application of the Central Railroad of New Jersey to discontinue its ferry service from Jersey City, New Jersey, to New York City, New York, during periods of bad weather.

It will be recalled that in its 111th Annual Report covering the calendar year 1957, the Commissioners recommended that consideration be given to enactment of legislation giving the Board authority to act in an advisory capacity in matters involving the development of the commerce and of the facilities of the Port of New York. In renewing this recommendation, the Commissioners are pleased that they have been able to assist in an informal manner, as outlined above, in the services rendered by other State agencies.

Respectfully submitted,

WALTER E. MALONEY,
Secretary



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 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.





