ANNUAL REPORT

OF THE

BOARD OF COMMISSIONERS

OF PILOTAGE

OF THE

STATE OF NEW JERSEY

For Year Ending December 31, 1967

For Year Ending December 31, 1967

121st ANNUAL REPORT
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 121st Annual Report to the Legislature of the State of New Jersey. This report covers the year ending December 31, 1967.

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 regular meeting on October 18, 1967, the Commissioners accepted from Pilots Lester T. Earl, A. G. Oldmixon and Roy Miller bonds signed by Pilots T. M. McGovern and W. A. Mitchell as sureties. These bonds were given to replace previous bonds which had been cancelled due to the death of one of the sureties.

At their regular meeting on November 15, 1967, the Commissioners accepted from Pilot Carl W. Dahmen his bond signed by Pilots W. G. Metting, Jr. and William A. Mitchell as sureties. This bond was given as a condition to the pilot receiving his original license.

B. AN ABSTRACT OF THE PROCEEDINGS OF THE COMMISSIONERS WITHIN THE YEAR 1967.

Captain Harold F. Craven submitted his resignation as a Commissioner of Pilotage effective as of May 1, 1967. As of the end of the year his successor had not been appointed.

At the meeting of the board held on September 20, 1967, Captain Thomas L. Ball was sworn in as a Commissioner of Pilotage for a new three-year term commencing August 15, 1967.

During the calendar year 1967 the Commissioners advanced two pilots from Second to First Grade; two pilots from Third to Second Grade; two pilots from Fourth to Third Grade; two pilots from Fifth to Fourth Grade; and one pilot from Sixth to Fifth Grade. During the same period one pilot was granted an original license as a pilot of the Sixth Grade, and the Commissioners registered two apprentices.

The Commissioners investigated nine reports of marine casualties, including one which had been held over from the previous year. In all 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.

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, 1967:

R. Ahrens	R. D. Jones	J. H. Peterson, Sr.
W. J. Baeszler	J. G. Keating	J. H. Peterson, Jr.
F. J. Boslet	G. W. Kissenberth	C. C. Reed
A. T. Boyan	J. Licata	J. L. Renesse
C. I. Britton	G. A. Mason	H. A. Schweers
P. V. Burke	J. F. McCarthy	C. E. Sloat
H. J. Costello	R. J. McCarthy	D. T. Smith
R. E. Cox	T. J. McGovern	J. P. Smith
C. W. Dahmen	D. M. Mercereau	K. W. Sorensen
L. T. Earl	W. G. Metting, Jr.	R. C. Sorge
H. C. Egan	R. Miller	W. W. Sturgeon
W. J. Egan	W. A. Mitchell, Jr.	F. D. Wall
J. E. Graham	J. Murray	T. J. Walsh
E. J. Haggerty	E. D. O'Donnell	E. H. Weiler
W. C. Hall	A. G. Oldmixon	C. E. Wendel
W. C. Hansen	J. C. Oldmixon	W. F. Winter
J. D. Hasson	R. I. Oldmixon	E. G. Young

Deceased

Paul L. Cullison - June 19, 1967

Walter W. Hanson - Sept. 29, 1967

Retired Pilots

J. D. Beebe	F. B. Lennan	W. H. Lowe
W. J. Crocker	C. M. Lowe	G. J. Madigan
F. W. Florimont		

Deceased Retired Pilots

George Oldmixon - August 19, 1967

J. L. Hall - December 29, 1967

The following vessels were serviced during 1967:

	IN	OUT
January	369	334
February	295	322
March	406	370
April	392	358
May	385	356
June	354	344
July	269	269
August	362	327
September	323	316
October	296	274
November	308	290
December	351	305
TOTAL	4,110	3,865

D. OBSERVATIONS IN RELATION TO THE SYSTEM OF PILOTAGE.

Harbor Improvement Matters

The Commissioners continued their interest and activity in harbor improvement matters during 1967. The Commissioners had been furnished with copies of a statement which Mr. Roger H. Gilman, Director, Planning and Development Department, The Port of New York Authority, planned to present to members of the United States Senate and House of Representatives recommending appropriations for improvements to navigation channels and waterways serving the New York-New Jersey Port. The Commissioners were particularly interested in the recommendation with respect to proposed improvements in the Newark Bay area. Mr. Gilman requested permission to include the Board of Commissioners of Pilotage of the State of New Jersey in the list of sponsors and advocates of the statement. The permission was given after due consideration of all factors including the fact that the improvements are of vital importance to the safety of vessels in the port, especially in view of the anticipated larger size and draft of vessels using the port.

The Commissioners were interested to learn that on November 22, 1967, President Johnson had signed a Public Works Bill which included an appropriation of $1,000,000 for improvements in the Newark Bay area. In this connection a letter under date of November 17, 1967 was received from The Port of New York Authority addressed to Captain William H. Burrill, President of the Board of Commissioners of Pilotage, by Mr. Alfred Hammon, Supervisor of Development Planning for the Authority. The letter, a copy of which is annexed hereto as Attachment A, expresses the Authority's appreciation to the Commissioners for their interest and support in this improvements program.

Fixed Navigational Aids in
Sandy Hook Channel

During the year the Coast Guard had called a meeting which was attended by various parties interested in the proposal to install fixed navigational aids in Sandy Hook Channel. One of the participating organizations voiced opposition to placing fixed navigational aids in the Channel because of the possibility of tows under certain conditions making contact with them. However, no decision was arrived at and it was the intention of the Coast Guard to arrange for another meeting in the future.

Later in the year another meeting was held among the interested parties and it was tentatively agreed to establish two beacons in the Channel. One beacon was proposed to be established at the entrance to Sandy Hook Channel; the second beacon was proposed to be established in the approximate position of Buoy No. 9. There were no agreements reached regarding the establishment of two other beacons.

In December of 1967, and subsequent to the meeting, one of the interested parties, in a letter to the American Merchant Marine Institute, demanded that the proposal as originally made be reconsidered. The New Jersey Sandy Hook Pilots' Association's name was included mistakenly and without authorization in that letter as being sympathetic to the retention of the original proposal. At a later meeting it became obvious that the entire proposal would be denied. The New Jersey Association then made its position clear in that two of the original four fixed aids proposed, properly located, would be better than none at all. It was then unanimously resolved that the proposal, as modified, would receive the backing of the Harbor Improvements Committee of the American Merchant Marine Institute.

Bridge-to-Bridge Radiotelephone Communication

During the year 1967 the Board of Commissioners of Pilotage continued their interest in the bridge-to-bridge radiotelephone experiment being conducted in New York Harbor.

The Commissioners learned that a total of 18 sets obtained by individual pilots were in use in the Hell Gate and Perth Amboy areas and those using the sets have expressed satisfaction with the assistance they lend. The pilots had been polled on use of radiotelephone equipment and the majority were in favor of it provided that they are reimbursed for the use of the equipment. Negotiations had been conducted with the American Merchant Marine Institute with reference to releasing pilots from liability in the event of equipment failure. The Institute would accept the surcharge but was unwilling to release the pilots in the event of set failure.

It had also been proposed that a "user charge" of $2.60-a-vessel movement be instituted and this proposal had been agreed upon by the American Merchant Marine Institute and the Maritime Association of the Port of New York. However, the Institute had asked the pilots to postpone actual purchase of the sets because it wished to be sure that the pilots' use of these sets was not in conflict with agreements made between their member steamship companies and the American Radio Association representing the union radio men aboard. This accounted for the delay in the ordering of radios by the pilots. The matter was not resolved by the end of the year 1967 but the prospects of a satisfactory conclusion to this matter appeared good.

Hell Gate Pilots

As mentioned in the Annual Report to the Legislature for the year 1966, the United New York Sandy Hook Pilots' Association was directed by the Board of Commissioners of Pilots of the State of New York to assume control of the Hell Gate Pilots' Association. Inasmuch as Hell Gate is the "back door" to the Port of New York, the United New Jersey Sandy Hook Pilots' Association had made a request that qualified pilots from that Association be permitted to pilot in this area also. At the time of this report there has been no agreement with regard to this matter.

The New Jersey Commissioners decided that it would be appropriate to request a legal opinion from the Attorney General of the State of New Jersey regarding the powers and privileges the New Jersey Board should have with regard to supervision over New Jersey pilots in the Hell Gate area waters and in issuing licenses to them for this area. At the end of the year the opinion of the Attorney General had not been received but the Commissioners are hopeful that it will be forthcoming.

Proposed New Pilot Boat

The New York and New Jersey Sandy Hook Pilots' Associations have had plans drawn up during the past year for the construction of a new pilot boat. While this has not reached the final stages, the following details regarding this boat will be of interest to the reader. The information is taken from a proposed press release which will be issued some time during the coming year.

"Plans are being finalized by the naval architect firm of M. Rosenblatt & Son, Inc., in the design of a new pilot vessel for the New York and New Jersey Sandy Hook Pilots. American shipyards will be requested to bid on the construction of the new pilot vessel which will service ocean-going traffic at the entrance to the Port of New York.

"The new 'New Jersey' will be 182.5 feet long overall and have a beam of 34 feet. Her hull will be of molded design with a rounded seakindly stern to allow the vessel to lay before hurricane seas without pounding--the best position to allow a pilot's transfer to a small boarding launch alongside. The 'sail area' formed by the higher superstructure of her wheelhouse will be in the forward section of the vessel so that she can best maintain this position without putting power on.

"A Sandy Hook pilot boat cannot heave-to for survival in heavy weather or run for the nearby shelter only ten miles away. By pilot imposed discipline, she must maintain station 365 days a year within a triangular area at Ambrose Light--affording a pilot to every ship making its landfall and receiving pilots from outbound ships.

"In an easterly gale the pilot station becomes a precarious area in that the pilot vessel must maneuver only four to ten miles off the pounding surf at Sandy Hook, New Jersey. For this reason she has been designed to include the dependability of twin engines, twin screw and twin rudder. Either plant alone will enable her to survive at sea.

"In the early days of piloting, many pilot schooners were lost at sea. Later, in the blizzard of 1888, eleven pilot schooners foundered or broke-up on the shores of Sandy Hook with the loss of all hands. The Sandy Hook pilots built their first large pilot boat in 1897--a steam engined vessel 158 feet long that was in service through World War II.

"The new vessel will replace the present 'New Jersey' which was built in 1928 as the 167 feet yacht 'Olive K', acquired by the pilots in 1938. She will join the Pilot Boat 'New York', 207 feet long; the 'Sandy Hook', 90 feet long, and five diesel launches of 48 feet in the in the pilot service."

Respectfully submitted,

GEORGE N. AXIOTES

Secretary

COMMISSIONERS OF PILOTAGE

JOHN W. ANDERSON, 96 Highwood Avenue, Tenafly, New Jersey--Holds Master's license unlimited. Graduate of New York State Nautical School, October 1915. Served at sea in U. S. 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 One, then served as chief mate and master on vessels trading between New York and Austalasia, India and the Far East. Obtained master's license and first command in 1920. Served with U.S. Lines as master from 1925 until retirement in 1964. During World War Two 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. Currently serving as Chairman of the USCG Sea Lanes Study Committee of New York and also as a member of the USCG Oil Pollution Panel.

GEORGE N. AXIOTES, 129 North Arlington Avenue, East Orange, New Jersey--Secretary-Treasurer of the Board of Commissioners. 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.

THOMAS L. BALL, 2 Kensington Avenue, Jersey City, New Jersey--Vice President of the Board of Commissioners. 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, 103 North Walnut Street, East Orange, New Jersey--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. 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 served during World War II as commodore of fast trans-Atlantic convoys. (Retired from the Board of Commissioners as of May 1, 1967).

ATTACHMENT A

THE PORT OF NEW YORK AUTHORITY
111 Eighth Avenue . at 15th Street, New York, N.Y. 10011

Planning and Development
Department
Roger H. Gilman, Director Telephone 620-7233

November 17, 1967

Captain William J. Burrill, President
Board of Pilotage Commissioners
State of New Jersey
24 State Street
New York, New York 10004

Dear Captain Burrill:

With the passage of the Fiscal Year 1968 Public Works and Atomic Energy Commission Appropriation Bill by the Congress on November 9th, you are no doubt interested in knowing the breakdown of funds that will be provided to the Army Corps of Engineers for improvements to channels and waterways serving the New York-New Jersey Port. A total of 21 port, maritime and civic organizations, including yours, joined in endorsing a statement presented by The Port of New York Authority last May before the House and Senate Committees on Appropriations in behalf of six projects. The results were as follows:

Project	Federal Budget Recommendation	Port of New York Recommendation	Final Appropriation
	Construction		
Deepen New York Harbor Anchorages	None	$3,000,000	$1,000,000
Widen Newark Bay Channel	"	3,000,000	1,000,000
Widen Kill Van Kull Entrance	$1,000,000	1,000,000	1,000,000
Improve N.Y.S. Barge Canal	1,950,000	1,950,000	1,950,000
	Studies		
Reclaim N.Y. & N.J. Meadows	120,000	120,000	100,000
Federalize N.Y.S. Barge Canal	100,000	100,000	100,000

In view of the prevailing critical Federal fiscal situation in Washington, the above results are excellent. Not only did the Port receive $2 million more than was budgeted, but this sum went to two "new starts", namely, the Anchorages and Newark Bay-Hackensack River. Few other ports did as well. The current Congress was extremely reluctant to appropriate money for new starts, since each represents a new, long-term financial commitment.

Your organization obviously shares the credit for this achievement, and I wish to take this opportunity to express the Port Authority's appreciation for your interest and support for this bi-State program. We anticipate these sums will survive the President's signature of the bill. With such a record of accomplishment behind us, I would hope that you will join us again next year in support of Port-wide channel improvements in Fiscal Year 1969.

Sincerely,

ALFRED HAMMON
Supervisor of Development Planning