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

**FOR YEAR ENDING DECEMBER 31, 1969**

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**123rd 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 123rd Annual Report to the Legislature of the State of New Jersey. This report covers the year ending December 31, 1969.

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.**

There were no bonds taken by the Commissioners during the year 1969 due to the fact that no pilots received original licenses during that period.

**B. AN ABSTRACT OF THE PROCEEDINGS OF THE COMMISSIONERS WITHIN THE YEAR 1969.**

At the meeting of the Board held on April 16, 1969, Mr. Walter E. Maloney was sworn in as a Commissioner of Pilotage for a three-year term commencing April 11, 1969. At the same meeting Captain James A. Cox was sworn in as a Commissioner of Pilotage for a new three-year term commencing April 22, 1969. At the meeting of the Board held on May 21, 1969, Commodore John W. Anderson was sworn in as a Commissioner of Pilotage for a new three-year term commencing June 6, 1969.

During the calendar year 1969 the Commissioners advanced two pilots from the Second to the First Grade; two pilots from Third to Second Grade; one pilot from Fourth to Third Grade; one pilot from Fifth to Fourth Grade; and one pilot from Sixth to Fifth Grade. During the same period the Commissioners registered one apprentice.

It is with deep regret that the Commissioners advise that Captain James A. Cox, a member of the Board for many years, passed away unexpectedly on December 28, 1969.

The Commissioners investigated nine reports of marine casualties during 1969. 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.

On May 26, 1969 the Governor of the State of New York approved a Bill amending the Navigation Law of that State so as to require that the computation of Sandy Hook pilotage fees be based on "pilotage units" rather than on the draft of the vessel. By New Jersey Statute (Title 12, Chapter 8, Section 33), if changes are made in the rates of pilotage of the New York pilots, the rates of pilotage for New Jersey "shall be made to conform to such changes, by the commissioners of pilotage of New Jersey, on their being made cognizant thereof." In accordance with this mandate, the Board's Regulations were amended so as to conform in all respects with the New York legislation, effective June 1, 1969.

**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, 1969:

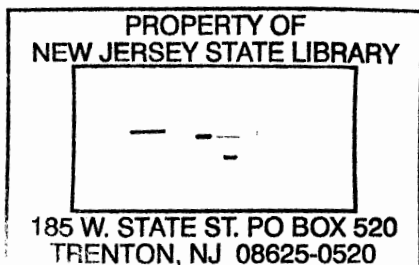
R. Ahrens	R. D. Jones	R. I. Oldmixon
W. J. Baeszler	J. G. Keating	J. H. Peterson, Sr.
F. J. Boslet	R. V. Keenan	J. H. Peterson, Jr.
A. T. Boyan	G. W. Kissenberth	C. C. Reed
C. I. Britton	J. Licata	J. L. Renesse
P. V. Burke	G. A. Mason	H. A. Schweers
H. J. Costello	J. F. McCarthy	C. E. Sloat
R. E. Cox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

*Retired Pilots*

J. D. Beebe	C. M. Lowe
W. J. Crocker	W. H. Lowe
E. W. Florimont	G. J. Madigan

The following vessels were serviced during 1969:

	<b>IN</b>	<b>OUT</b>
January	166	128
February	176	211
March	344	341
April	303	344
May	313	328
June	302	284
July	310	273
August	307	293
September	290	287
October	319	301
November	280	279
December	292	297
<b>TOTAL</b>	<b>3,402</b>	<b>3,366</b>



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

*Fixed Navigational Aids in  
Sandy Hook Channel*

In their Annual Report for 1968 the Commissioners reported that late in that year the United States Coast Guard had made application for a permit to construct three steel pipe tripod light structures to replace existing buoys in the vicinity of Sandy Hook, and that the Department of the Army Corps of Engineers had the application under consideration. Being of the opinion that construction of the beacons would constitute a distinct improvement in aids to navigation, the Commissioners followed this matter very closely during 1969. It is unfortunate that two of the three beacons were damaged and put out of commission soon after their construction. At the close of 1969 it appeared that for the foreseeable future only one of the three planned aids to navigation will be operable. The Commissioners hope that the Coast Guard will renew its efforts in this regard, possibly assisted by the development of some new means of protecting such beacons from casualties.

***Proposed Improvements in Newark Bay  
and in Red Hook Flats Anchorage***

In its 1968 Report this Board reported that these much needed improvements were being delayed because of the failure of Congress to appropriate the necessary funds. In March of 1969 this Board joined with numerous interested groups in support of an excellent presentation made to the House Committee on Appropriations by the Port of New York Authority. By June 1969 funds were made available and dredging was started in both areas.

***Proposed Investigation of Central  
Railroad of New Jersey Bridge over  
mouth of Newark Bay***

In October, 1969 the Board of Commissioners of Pilotage received a letter from the United States Coast Guard advising that an association of American-flag shipowners had requested the Commandant to consider the above bridge as possibly obstructive under the Truman-Hobbs Act. The Coast Guard advised that it was conducting a preliminary investigation, the objectives of which were to define the present and predictable problems and possible solutions, if required. The basic question to which the investigation was to be addressed was whether the bridge is an unreasonable obstruction to navigation. The major problem concerns the size of present and planned ships and the narrowness of the horizontal clearances in both the east and west draws of this bridge. The increasing volume of big ship traffic is another factor. The Commissioners were requested to submit comments, data and recommendations regarding this bridge.

After considerable discussion and study, the Board submitted written comments to the Coast Guard suggesting that, if economically feasible, the bridge be reconstructed in a way that would eliminate the center pier. A member of this Board also participated in a meeting convened by the Coast Guard, at which the views and suggestions of many interested groups were considered.

Respectfully submitted,  
**JOHN W. ANDERSON**  
*Secretary*

## COMMISSIONERS OF PILOTAGE

JOHN W. ANDERSON, 96 Highwood Avenue, Tenafly, New Jersey, Secretary-Treasurer of the Board of Commissioners—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 Australia, 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—President 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 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—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 Port of Elizabeth, New Jersey, from 1932 to 1945. [Captain Cox died on December 28, 1969]

JOSEPH G. GLENNON, 230 Maple Street, Weehawken, New Jersey. 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 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.

WALTER E. MALONEY, 31 Forest Drive, Short Hills, New Jersey. 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 (Reserve).

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