

Document No. 18.

ANNUAL REPORT

OF THE

Board of Commissioners of Pilotage,

NOVEMBER 1st, 1891, TO NOVEMBER 1st, 1892.

REPORT

MEMBERS OF THE BOARD

OF

COMMISSIONERS OF PILOTAGE OF NEW JERSEY.

OCTOBER 31st, 1892.

NAMES.	RESIDENCE.
THOMAS S. NEGUS (President).....	Jersey City.
ROBERT SIMONSON (Secretary).....	East Orange.
HON. DANIEL C. CHASE.....	South Amboy.
WM. ERRICKSON	Barnegat.

REPORT.

To His Excellency Leon Abbett, Governor, and to the Legislature of New Jersey :

The Board of Commissioners of Pilotage respectfully submit their report for the fiscal year ending with October 31st, 1892, in accordance with Section 21 of an act to establish and regulate pilots for the ports of Jersey City, Newark and Perth Amboy, approved April 17th, 1846, the several amendments thereto, and the laws governing fisheries, obstructions to navigation, &c.

The board has continued to strictly administer the laws aforesaid. By its efforts different wrecks have been removed from the navigable waters of the State; illegal obstruction, by dumping of dredgings, prosecuted and prevented; fisheries so regulated as to be prosperous to those engaged in that business, and without serious obstruction to the navigable highways.

The number of New Jersey State pilot-boats now in the service is eight (8), and the number of pilots holding licenses from this board is fifty-four (54), of which forty-seven (47) are in active service as Sandy Hook pilots, seven (7) are inactive and superannuated, and two (2) as Amboy local pilots.

The number of apprentices now entered is but three (3).

During the fiscal year Pilots Michael Egan, Geo. B. Haveron and Wm. W. Black died, their deaths occurring April 16th, 1892, April 24th, 1892, and September 27th, 1892, respectively.

No boats have been lost, and those now holding licenses from the State of New Jersey are the most efficient and perfect of any that are engaged in the business of pilotage.

The number of vessels piloted inward and outward was 2,578, and the gross amount of pilotage earned (including off-shore and trans-

porting) by the New Jersey pilots, during the fiscal year, is \$180,-593.34.

Particularly noticeable is the constant increase in the tonnage of vessels, keeping pace with the deepening of the channels, to the extreme limit of safety.

As a detailed statement of all the complaints, trials and decisions in the cases of grounding of vessels, collisions, claims for pilotage between the New York pilots and ours, between our pilots and many different vessels, the occasional acts of pilots, the numerous violations of laws and rules, the cases arising adjustable between the New York and New Jersey Commissioners, &c., &c., would make the report too lengthy; suffice it to say that all such cases have been conducted strictly according to law, and with the fullest possible hearing, to enable the board to arrive at a just and equitable decision. Such cases as no fault was proven or apparent were dismissed, and due punishment inflicted in such as were found to be caused through want of care, skill, diligence, judgment and sobriety, as to establish an advantageous precedent.

Considerable time, work and patience has been required of the board in the adjustment of the pilotage on vessels that were detained at Quarantine by cholera, but the last of them are now being adjusted amicably and satisfactorily to both vessel-owners and pilots.

The joint agreement between the New York Board of Pilot Commissioners and this board, whereby the system of application through the respective boards for the services of pilots for vessels to be boarded other ways than from pilot-boats, is proving advantageous and satisfactory.

While we feel proud of the New Jersey service, which is second to none in the performance of the arduous duties required of it (but we are short of the required number), and we still deem it important that this board be entrusted by legislative enactment with sufficiently-enlarged powers, as the exigencies of the service require, from among those boat-keepers who, by long and faithful service, sobriety and exemplary conduct, after full examination, may be found worthy and competent to be made pilots, which is done by the New York board, and would enable this board to keep up the New Jersey system; as shown by our former reports, our full number of pilots, as compared to New York State pilots, being now several less than the proper

number. The laws of the State of New York, discriminating in favor of that State and against New Jersey in the pilot service, and the New Jersey Legislature's failure to amend the law, has enabled the New York Commissioners to greatly build up their service to the detriment of the New Jersey service. They have made several pilots during the year from boat-keepers, while the New Jersey board have not been able to license a single one, notwithstanding the fact of admirable material in the service, but through the want of the advance of circumstances, taken advantage of by the New York board and neglected by the New Jersey Legislature; and without the necessary enactment we can only predict a gradual and final extinguishment of the New Jersey service, and the proportionate growth and prosperity of the New York service.

As the law now stands—requires apprentices to serve four (4) consecutive years on the same pilot-boat, and three years as boat-keeper—it amounts to about the same as a law prohibiting the further licensing of men for the pilot service, as the men shift from one boat to another, and even the most faithful apprentice is liable to be dismissed from the boat as soon as his time is near at hand to be made a pilot.

The duties of the board, if properly and thoroughly performed, as has been done through the past year, are arduous, and take much of the time of the members. Cases are so numerous, although some of them are trivial, and require so much taking of evidence, preparation of opinions, and a general supervision of all the duties under the State laws, cost of stenographers, stationery, rent, put upon the board, doubtless, a much greater amount of work and expense than nearly any other State board, and while the compensation is comparatively small, beyond reason, we have endeavored to faithfully perform every duty required of us by the law and our positions, and though we feel that the State should not require of this board the payment for rents, stationery, and clerical help and other necessary expenses of the board, we have taken pleasure in conducting the system in a way which we feel creditable to the State, its Executive and Legislature, and trust we thus enjoy their confidence.

The pilots of the New Jersey system, or the great majority of them, have energetically and faithfully performed their duties, and we desire to express our acknowledgment of their cheerful assistance to the board when called upon for their aid, support and confidence.

8 REPORT OF THE PILOT COMMISSIONERS.

Friendly relations continue to exist between this board and the New York Board of Pilot Commissioners.

We append herewith tables for your further information.

All of which is respectfully submitted.

THOMAS S. NEGUS,
President.

R. SIMONSON,
Secretary.

TABLE I.

Report of Commissioners of Pilotage, showing number and class of vessels piloted by New Jersey Sandy Hook Pilots during the year ending October 31st, 1892.

MONTHS.	INWARD.						OUTWARD.					
	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1891.												
November.....	87	10	22	4	7	130	57	2	20	1	3	83
December.....	77	3	17	4	3	104	91	5	13	6	1	116
1892												
January.....	55	3	9	5	4	76	73	11	21	6	3	114
February.....	80	3	6	1	4	94	77	3	13	2	4	99
March.....	99	14	29	5	18	163	62	2	10	3	6	83
April.....	85	4	23	4	18	134	82	8	16	5	5	116
May.....	61	7	39	5	15	127	53	7	29	3	2	94
June.....	74	5	16	6	18	119	81	4	28	3	3	119
July.....	78	5	19	2	8	112	78	6	21	4	4	113
August.....	61	11	19	7	3	101	65	11	10	3	3	92
September.....	66	12	20	5	5	108	57	5	13	4	79
October.....	68	10	11	4	2	95	71	13	20	3	107
Total.....	891	87	210	52	105	1,363	847	77	214	43	34	1,215

NAMES AND TONNAGE OF NEW JERSEY SANDY HOOK
PILOT BOATS.

OCTOBER 31ST, 1892.

	Tonnage.
Number 1. Thomas S. Negus.....	71.85
Number 2. Elbridge T. Gerry.....	62
Number 3. Thomas D. Harrison	69.71
Number 4. David Carll.....	65.59
Number 5. D. T. Leahy.....	70.99
Number 6. James G. Bennett.....	53.78
Number 7. Centennial	55.25
Number 8. Edward E. Barrett.....	65.59
 Total number of New Jersey and Sandy Hook pilots holding com- missions	 54
Number of inactive and incapacitated.....	7
Number of apprentices.....	3
Number of Perth Amboy local pilots.....	2