

Document No. 8.

ANNUAL REPORT
OF THE
Commissioners of Pilotage
OF
NEW JERSEY,
November 1st, 1899, to November 1st, 1900.

MEMBERS OF THE BOARD
OF
Commissioners of Pilotage of New Jersey.

November 1st, 1900.

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

REPORT.

To His Excellency Foster M. Voorhees, Governor, and to the Legislature of New Jersey :

The Board of Commissioners of Pilotage respectfully reports 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.

Several cases of collision, grounding and misdemeanors were investigated and opinions rendered.

At a meeting of the Board on November 9th, 1899, a letter was received from Bowring & Archibald (agents), in reference to the grounding of the steamer "Strathgyle," also a letter from the captain of the steamer "Strathgyle" to Bowring & Archibald, which were read and ordered laid on the table. Letter to New Jersey Sandy Hook Pilot Thomas J. Reese, in reference to grounding of steamship "Strathgyle," was read and ordered filed.

Report from Pilot Hiram Treat, in reference to grounding of steamship "Patomac," was read and ordered laid on the table.

November 29th, 1899, New Jersey Sandy Hook Pilot William Crocker reported that the steamship "Noordland" grounded (while under his charge) at Buoy No. 9, Lower Quarantine. On March 8th, 1900, after a careful examination of Pilot Crocker and the captain of the "Noordland," it was ordered that the Secretary write a letter to New Jersey Sandy Hook Pilot William Crocker, reprimanding him and also cautioning him to be more careful in the future. As the ship did not receive any damage, the letter reprimanding the pilot was deemed sufficient.

December 18th, 1899, New Jersey Sandy Hook Pilot N. A. Wall reported that on December 16th, 1899, he was pilot of the steamship "Karamania," and, to avoid collision, she took the ground, and lay aground from 10:10 A. M. until 11:15 P. M., at which time she came off without apparent damage.

December 24th, 1899, New Jersey Sandy Hook Pilot Robt. C. H. Sylvester reported that the steamship "Genesta" grounded about 400 feet east of the bell buoy of the Middle, coming off without apparent damage.

January 27th, 1900, steamship "St. Cuthbert" collided with the schooner "John T. Davis," carrying away the schooner's bowsprit, &c.

March 3d, 1900, the steamship "Wells City" grounded while in charge of New Jersey Sandy Hook Pilot John A. Ashcraft, but came off without apparent damage.

August 31st, 1900, New Jersey Sandy Hook Pilot John M. Lennan reported a collision between the steamship "Falcon" and schooner "Lizzie Bell," carrying away the schooner's mainmast and all attached. Upon investigation it was learned that no light could be found upon the schooner.

On November 20th, 1899, a letter was received from the agent of steamer "La Bretagne," stating that New Jersey Sandy Hook Pilot Thomas J. Reese boarded the steamer "La Bretagne" on November 19th, 1899, and that the captain of the steamer reported that he thought the pilot was under the influence of liquor; a letter was also received from the physician of the steamer, stating that the pilot had an attack of epilepsy. The letter also requested the New Jersey Sandy Hook Pilot Commissioners to carefully consider the case. On November 28th, 1899, a letter was received from the company of Pilot Boat No. 7, complaining of the inebriety of Pilot Reese, which was laid before the Board of Commissioners to be acted upon; this was done by the Executive Committee December 13th, 1899. After a careful examination of New Jersey Sandy Hook Pilots Nathan Wood, John I. Godby, Jeremiah Reardon and N. A. Wall, complainants, and Thomas J. Reese, defendant, December 14th, 1899, on motion, it was decided that New Jersey Sandy Hook Pilot Thomas J. Reese be suspended from duty pending the pleasure of the Board. Motion carried and Pilot Thomas J. Reese was notified. February 8th, 1900, it was resolved that in event of New Jersey Sandy Hook Pilot Thomas J. Reese procuring some evidence from his associate pilots, particularly of their Executive Committee, favorable to the said Thomas J. Reese's reinstatement as a New Jersey Sandy Hook Pilot, the Executive Committee of the Board of Commissioners would reinstate said pilot. February 8th, 1900, a letter was received by President Chase from the Executive Committee of the New Jersey

Sandy Hook Pilots' Benevolent Association, recommending the reinstatement of New Jersey Sandy Hook Pilot Thomas J. Reese, signed by Messrs. Wm. C. Hall, William Shields, Frank Hopkins and Wm. Crocker, a majority of the Executive Committee. He was therefore reinstated.

On March 31st, 1900, steamship "Havana," while in charge of New Jersey Sandy Hook Pilot Wm. J. Hurrell, touched bottom about two ship-lengths off South Ferry.

April 4th, 1900, by order of the President of the Board, the Secretary proceeded to Boynton Beach to inspect and report on the wreck of the schooner "Excelsior." Report was made and handed to the President.

April 12th, 1900, by order of the President, the Secretary proceeded to Keyport to inspect and report on the wreck of schooner "J. B. Van Clief." Report made and handed to the President.

At a meeting convened at the Imperial Hotel, Jersey City, December 14th, 1899, a letter was received from John A. Ashcraft, asking to be examined at the January meeting as to his competency for a twenty-two-foot draft pilot. At a meeting convened at the Imperial Hotel, Jersey City, January 11th, 1900, New Jersey Sandy Hook Pilot John A. Ashcraft appeared with Mr. Geo. A. Martin, President of the New Jersey Sandy Hook Pilots' Benevolent Association, and applied for a twenty-two-foot license for one year. He was highly recommended by Mr. Martin, and further examined by the Board as to his competency, and found well qualified, and by further investigation as to his sobriety, integrity and faithfulness to the service, it was resolved that the President be directed to issue to said John A. Ashcraft the necessary certificate to his Excellency Foster M. Voorhees for a pilot's license for a twenty-two-foot draft for one year.

January 11th, 1900, New Jersey Sandy Hook Pilot Apprentice Walter Earle applied for an eighteen-foot draft license. He having served in the capacity and time required by law, and further examined as to his qualifications, sobriety, &c., it was resolved that the President be directed to issue to said Walter Earle the necessary certificate to his Excellency Foster M. Voorhees for a deputy's license to date from January 11th, 1900.

January 11th, 1900, at a regular meeting of the Board, convened at the Imperial Hotel, Jersey City, it was moved that the election of officers for the ensuing year be proceeded with. D. C. Chase was

elected President of the Board of New Jersey Sandy Hook Pilot Commissioners; John R. Dewar was elected Secretary of the Board; Commissioners D. C. Chase, H. W. Miller and John R. Dewar elected Executive Committee for the ensuing year, and Commissioners D. C. Chase, Mark Townsend, J. C. Weaver, H. C. Gulick, H. W. Miller and John R. Dewar elected Committee on Obstructions, Fisheries, Wrecks, &c., &c.

January 19th, 1900, the name of Joseph Tecumseh Wood was entered on the books of the Pilot Commissioners as an apprentice from January 9th, 1900.

The following is a petition in opposition to bill "H. R., 5462," known as the "Daly bill," to abolish the Commissioners of Pilotage of the several States:

BOARD OF COMMISSIONERS OF PILOTAGE OF NEW JERSEY.

JERSEY CITY, N J, January 22d, 1900.

To the Hon. C. H. Grosvenor, Chairman Committee on the Merchant Marine and Fisheries, House of Representatives, Washington, D. C.:

SIR—The undersigned, members of the Board of Commissioners of Pilotage for this State, and others interested in the shipping trade between foreign ports and the ports of New York, Jersey City, Perth Amboy, Elizabethport, Raritan and Passaic rivers, &c., &c., respectfully protest against the passage of the bill "H. R., 5462," entitled a bill "Regulating Pilots," which has been referred to your honorable committee, for the following reasons, viz:

The value of vessels and cargoes entering and leaving the above ports and their adjacent waters represent by far the largest portion of the entire foreign commerce of the United States. It is, therefore, especially important that its pilotage system should be of the highest class, and should be conducted with an accuracy and certainty precluding failure or mistake.

The foreign trade with these ports is, to a large extent, carried in steamers of the largest class, and these vessels have to pass through the channels with frequently only one or two feet of water between their keels and the ground, and therefore require the most experienced and skillful handling.

This work has been performed under the present pilotage system with a degree of immunity from accident not excelled in any part of the world.

This pilotage system has, for nearly fifty years, under the laws of this State and that of New York, been controlled by a board appointed by each State, composed of men of experience and knowledge in the matter relating to the service. From a crude and unreliable service, it has been brought to a high degree of efficiency. The character of its personnel has been raised, the methods of cruising and boarding vessels improved, and a service which is highly satisfactory has been created.

The bill referred to proposes arbitrarily and unnecessarily to destroy this system, and to take it from the hands of those who have brought it to its present satisfactory condition, and to open the door to untrained and inexperienced pilots, instead of con-

fining it to those who have been trained by systematic education to a proper knowledge and proficiency in the service.

The good name of the pilotage service for safety and convenience will, we believe, be injured, and its business will suffer as a consequence, if the radical changes proposed by the above bill become a law.

Mr. Alexander Dexter retired from active service as a pilot on December 1st, 1899.

At present there are in the New Jersey Sandy Hook Pilot service forty (40) full branch pilots, two (2) deputies and six (6) apprentices.

At the several meetings of the Committees on Obstructions to Navigation, Wrecks, Improvement and Maintenance of Channels, Fisheries, &c., several cases have been brought before it, receiving the careful consideration of the committee, in each case the menace to navigation being promptly removed or corrected.

Wreck of boat "Tessie Hughes" on the south side of Pier B, South Amboy.

Obstruction found on north side of Gedney's Channel, and arrangements made for immediate removal.

November 11th, 1899, canal boat "Jamestown" sunk in mid-channel opposite Broome street, East river.

Letters were sent by President D. C. Chase to Col. J. W. Barlow and Third Lighthouse District in reference to partially submerged hull of canal boat off Crab Island, Raritan river.

Letter from President D. C. Chase in reference to two boats in tow striking Arthur Kill bridge, one sinking in mid-channel near Nixon's Yard, the other being beached.

Letter from President D. C. Chase in reference to anchorage buoy north side of channel, between South Amboy and Great Beds Light, Raritan bay, being broken off.

Letter from President D. C. Chase to Col. J. W. Barlow in reference to diagram locating submerged wreck in channel, Raritan river, near Bloomfield's dock. Wreck was removed March 22d, 1900.

March 20th, 1900, letter was sent to Captain Peter Cassidy, of the schooner "Keyport," thanking him for reporting a sunken schooner, named "J. B. Van Clief," off Keyport steamboat dock. The schooner was afterwards surveyed by the Secretary of the New Jersey Sandy Hook Pilotage Commissioners, and report made to the President, and on May 4th, 1900, the schooner was removed by the United States Government.

April 4th, 1900, letter was sent by President D. C. Chase to Col. J. W. Barlow, in reference to wreck of schooner "Excelsior," and asking to have it removed, which was done May 1st, 1900.

August 28th, 1900, boat "Belle," loaded with coal, sank about one mile northeast by east from Robin's Reef lighthouse.

On September 13th, 1900, the New Jersey Sandy Hook Pilot Commissioners convened on board the steamer "L. S. Pulver." The Committee on Obstructions, &c., proceeded on an inspection trip over the waters of the Bay of New York, Kill von Kull, Newark bay, Staten Island sound, and Raritan bay, and at the Corner Stake, near Elizabethport, inspected the wreck of the barge "A. S. Hatch," and from Perth Amboy wired the Lighthouse Department and Col. J. W. Barlow, in charge of lighting and the removal of wrecks. Then proceeded to the wreck of barge "Satanella," in Raritan bay, near Old Orchard lighthouse, which was then in course of removal. The Committee continued the inspection of the waters under its jurisdiction.

The wreck of boat "A. S. Hatch" was removed September 15th, 1900, by the United States Government.

Committee on Obstructions, Fisheries, &c., of the Commissioners of Pilotage of the State of New Jersey convened on board the steamer "L. S. Pulver," at Jersey City, on October 11th, 1900, and proceeded on an inspection trip on the waters over which it has jurisdiction. Among other things, the wreck of a sunken schooner in Kill von Kull was inspected.

During the fiscal year the amounts expended by the United States Government, for the improvement of navigable channels of the State, were:

For dredging at Corner Stake, near Elizabethport.....	\$32,000 00
For further deepening the Passaic river.....	15,000 00
For dredging Raritan bay.....	65,000 00
For dredging Keyport harbor.....	5,000 00
Removing rock in Raritan river.....	20,000 00
Dredging South river.....	5,000 00
Dredging Shrewsbury river.....	10,000 00
Dredging Matawan creek.....	3,000 00
Dredging Compton creek.....	10,000 00
Dredging Manasquan river.....	5,000 00
The expenditures to this date for improvements of Raritan river are.....	271,250 00
Raritan bay	442,500 00
Passaic river.....	468,350 00

Our President has, with the River and Harbor Committee of the House of Representatives, and Congressmen Fowler, Howell and Parker, visited the Passaic river, Raritan river, Newark bay, Staten Island sound and Raritan bay.

A new project has been arranged for deepening the channel of the Passaic river.

A project for a ship channel through Staten Island sound from New York bay to Raritan bay, of twenty-one feet depth, at a cost of \$696,000, has been recommended to Congress by the United States engineers. The commerce that has passed through this channel in 1899 was 9,000,000 tons.

It is also proposed, for the further improvement of Raritan bay, to expend \$65,000 during the next fiscal year. The tonnage that passed through Raritan bay channel, between South Amboy and Great Beds light in the year 1899, was 4,849,177 tons, in 64,123 vessels.

We propose, also, to urge Congress to include in the next River and Harbor bill additional amounts for further improvements for several other channels of the State.

The anchorage and highway limits of the Kill von Kull, Newark bay, Arthur Kill and Raritan bay have been laid out on charts and rules issued, and the law is being strictly enforced, with great benefit to the navigation and commercial interest of the State.

We have under consideration the construction of an additional steamer to take the place of sail pilot boats.

Appended please find tables for your further consideration.

Respectfully your obedient servants,

D. C. CHASE,
President.

JOHN R. DEWAR,
Secretary.

DISBURSEMENTS

Authorized by Resolution of the Board of the Appropriation by the
Legislature of New Jersey for the Removal of Wrecks, &c.,
from November 1st, 1899, to November 1st, 1900.

Traveling expenses, at three cents per mile, of the members of the committee in attendance at the meetings, from November 1st, 1899, to November 1st, 1900.....	\$276 60
Services to each member in attendance at the meetings of the committee, at \$5.....	305 00
Discount on checks.....	80
Stenographer.....	47 70
Services of the Secretary, at \$15 per month.....	180 00
Room rent and expenses.....	42 35
Traveling expenses, Secretary inspecting wrecks.....	15 79
Printing..	17 25
Postage, telephoning, telegraphing, &c.....	15 63
Hire of steam tugs for inspection of the navigable waters under the jurisdiction of the Board, and expenses incurred.....	145 40
	<u>\$1,046 52</u>
Amount received from the State Treasurer.....	\$1,100 00
Expended as above.....	1,046 52
Balance in bank.....	\$53 48

KIND AND NUMBER OF VESSELS PILOTED.

MONTHS.	INWARD.						OUTWARD.					
	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1899.												
November.....	86	3	6	.....	3	98	94	4	4	1	4	107
December.....	75	3	8	1	1	88	79	4	5	1	6	95
1900.												
January.....	68	4	8	2	1	83	75	2	6	1	5	89
February.....	85	4	2	.....	2	93	63	1	6	1	5	76
March.....	94	2	6	1	5	108	97	4	3	1	.....	105
April.....	75	5	6	1	6	93	77	5	3	1	2	88
May.....	85	2	7	4	3	101	81	3	3	3	7	97
June.....	78	3	10	1	2	94	82	5	8	1	5	101
July.....	87	6	5	1	5	104	90	3	7	2	.....	102
August.....	88	6	3	1	3	101	86	3	9	.....	2	100
September.....	77	1	7	3	5	93	79	10	4	1	2	96
October.....	84	2	7	.....	2	95	82	2	3	2	2	91
Total.....	982	41	75	15	38	1,151	985	46	61	15	40	1,147

FINANCIAL STATEMENT.

1899.	
November.....	\$15,060 87
December.....	13,000 00
1900.	
January.....	12,068 59
February.....	11,572 44
March.....	15,784 78
April.....	12,423 94
May.....	14,036 90
June.....	13,630 01
July.....	13,781 18
August.....	14,896 61
September.....	12,841 36
October.....	13,200 96
Total.....	\$161,797 64

REPORT OF THE NEW JERSEY PERTH AMBOY PILOT.

MONTHS.	INWARD.						OUTWARD.					
	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.	Steamers.	Ships.	Barks.	Brigs.	Schooners.	Total.
1899.												
November.....	1	.....	4	5
December.....	2	.....	.....	.....	1	3
1900.												
January.....	2	2
February.....	1	.....	1
March.....	1	1
April.....	1	1
May.....	5	5
June.....	2	2
July.....	4	4
August.....
September.....	1	1
October.....	1	1
Total.....	2	.....	1	1	22	26

EARNINGS OF THE PERTH AMBOY PILOT, YEAR 1900.

Thomas B. Liddell..... \$311 23