

Document No. 28.

ANNUAL REPORT

OF THE

Board of Commissioners of Pilotage,

NOVEMBER 1st, 1888, TO NOVEMBER 1st, 1889.

TO HIS EXCELLENCY ROBERT S. GREEN, GOVERNOR OF THE
STATE OF NEW JERSEY.

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ANNUAL REPORT

OF THE

Board of Commissioners of Pilotage

NOVEMBER 1st 1889 TO NOVEMBER 1st 1890

To His Excellency ROBERT E. GARDEN, GOVERNOR OF THE
STATE OF NEW JERSEY

MEMBERS OF THE BOARD

OF

COMMISSIONERS OF PILOTAGE OF NEW JERSEY.

OCTOBER 31st, 1889.

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

ANNUAL REPORT

OF THE

Board of Commissioners of Pilotage.

JERSEY CITY, N. J., December 16th, 1889.

To His Excellency Robert S. Green, Governor of the State of New Jersey:

SIR:—The Board of Commissioners of Pilotage beg to submit their annual report from November 1st, 1888, to November 1st, 1889.

The present Board, created by an act of the Legislature, approved April 9th, 1889, assumed the duties of the office, and organized according to law April 27th, 1889.

The first six months of the year, from which the annual report is made, were under the direction of the previous Board.

We are pleased to state that no very serious accidents or loss of life or property have happened through inattention or carelessness of our pilots, though, every year, more or less vessels get aground, the most serious this year in our service, being the steamship City of New York, at the entrance of Gedney's channel, for which some blame being attached to the pilot, the Board suspended him, and he has since been restored.

No deaths have occurred this year among our pilots, but three of them are at present incapacitated from performing their duties, all of them probably permanently, hence, we have at present but forty-nine (49) active pilots on the list, and no material, under the law, from which new pilots can be made if required.

The yacht Nakomis was accepted by the Board and licensed as a pilot boat, to be known as No. 5, in the service of the State, in place of the "W. W. Story," disabled by the blizzard of March 13th, 1888, and condemned.

The Board is happy to state that the efficiency of the service, both in personal and equipment, maintains its high standard, and is second to none, in this or any other country.

The change in the apprentice system which was made about six years ago, has been thoroughly tried, and we find it to be a failure, not one entered has succeeded, but nearly all those entered from time to time have been dismissed by the pilots, and each case of dismissal has been reported to the Board.

We ask for a change in the law, to keep up the pilot system of our State, by being permitted to select from the boat-keepers, giving priority to the senior boat-keeper longest in the service, after full examination by the Board as to sobriety, moral character and nautical knowledge, as well as thorough acquaintance with all the lights, soundings, bearings, etc., required as a prerequisite to being licensed as a pilot. This system of selecting pilots from among the boat-keepers, has proved eminently successful in the New York service, and was adopted by the New York Board of Commissioners many years ago.

We believe the Board would exercise such power, if conferred upon it, in the most conservative and prudent manner, and for the benefit of the pilots themselves, as well as for the service.

No complaints appear to have been made, and no obstruction experienced from our fishermen, during the shad fishing season, but the catch appears to have been much smaller than in previous years, and not as remunerative to those of our people who are annually engaged in this industry; we have no statistics however, to draw comparisons from.

In common with all classes of men, interested in the shipping interests of the world, the Board is watching with keen interest the proceedings of the International Maritime Conference, now held at Washington, and the President of the Board, in conjunction with our oldest and most experienced pilots, after mutual interchanges of views as to the best lights and methods to be adopted by pilot boats to prevent collisions, and at all times to

distinguish them from other sailing crafts, have formulated those views, and sent them to the American members of the Conference, trusting that they may be found so practical and clear, as to commend them for adoption by the whole conference.

The present inadequacy of even the best invented fog horns to remit sound, would appear (at least for our pilot boats) to make the small cannon an absolute necessity, not alone to warn steamers and sailing vessels of their proximity, but also to give the men manning the yawls in very thick, foggy weather, which is often required, a sure means of finding their boats again after boarding a steamer or sailing vessel. It is a subject which more than any other, requires the greatest attention for the preservation of life and property at sea.

The clearing of Gedney's channel, and the other approaches to our harbors, now so vigorously carried on under the auspices of the general government, and is in charge of most efficient and experienced officers, will, we trust, in the near future, make our harbors as easy of access as the most favored in the world.

The rules and regulations laid down by the United States anchorage officer, to guide our pilots in anchoring vessels within certain prescribed limits, have been strictly carried out, and no complaints have been entered against any of our pilots for non-observance during the year.

The usual annual tables are appended herewith.

Respectfully,

THOMAS S. NEGUS,
President.

R. SIMONSON,
Secretary.

LIST AND TONNAGE OF PILOT BOATS.

OCTOBER 31st, 1889.

Number 1. Thomas S. Negus.....	71.85 tons.
Number 2. E. T. Gerry.....	62 tons.
Number 3. Thomas D. Harrison.....	69.71 tons.
Number 4. David Carll.....	65.59 tons.
Number 5. NaKomis.....	52 tons.
Number 6. James Gordon Bennett.....	58.78 tons.
Number 7. Centennial.....	55.25 tons.
Number 8. Edwards E. Barrett.....	65.59 tons.
Total number of active Pilots.....	49
Disabled number of active Pilots.....	3
Number of Perth Amboy local Pilots.....	2

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TABLE I.

Report of the Pilot Commissioners showing number and kind of vessels piloted by the New Jersey Sandy Hook Pilots for the year ending October 31st, 1889:

MONTHS.	INWARD.						OUTWARD.					
	Steamships.	Ships.	Barks.	Brigs.	Schooners.	Total.	Steamships.	Ships.	Barks.	Brigs.	Schooners.	Total.
1888.												
November	33	6	7	4	50	43	14	12	9	6	84
December	37	7	14	10	3	71	37	4	13	5	4	63
1889.												
January	49	10	17	4	4	84	47	8	11	7	4	77
February	40	9	16	5	2	72	51	5	20	6	3	85
March	43	10	26	12	15	106	42	7	21	2	5	77
April	55	7	20	9	18	109	50	14	19	8	3	94
May	65	5	12	11	23	116	62	5	20	9	1	98
June	72	3	18	5	19	117	73	7	13	8	4	105
July	62	18	19	9	13	121	62	2	13	4	4	85
August	55	6	20	9	8	98	55	14	16	5	2	92
September	42	7	29	6	6	90	40	11	22	5	1	79
October	72	13	22	8	2	117	60	12	26	4	1	103
Total	625	101	220	92	113	1,151	622	103	206	72	38	1,041

Total number Sandy Hook Pilots, 52; Apprentices, 3.
Total number Perth Amboy Local Pilots, 2.

TABLE I

Summary of the results of the investigation of the
effect of the various factors on the rate of
the reaction between the various substances.

ANNUAL REPORT

BOARD

Commissioners of Prisons