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ANNUAL REPORT

OF THE

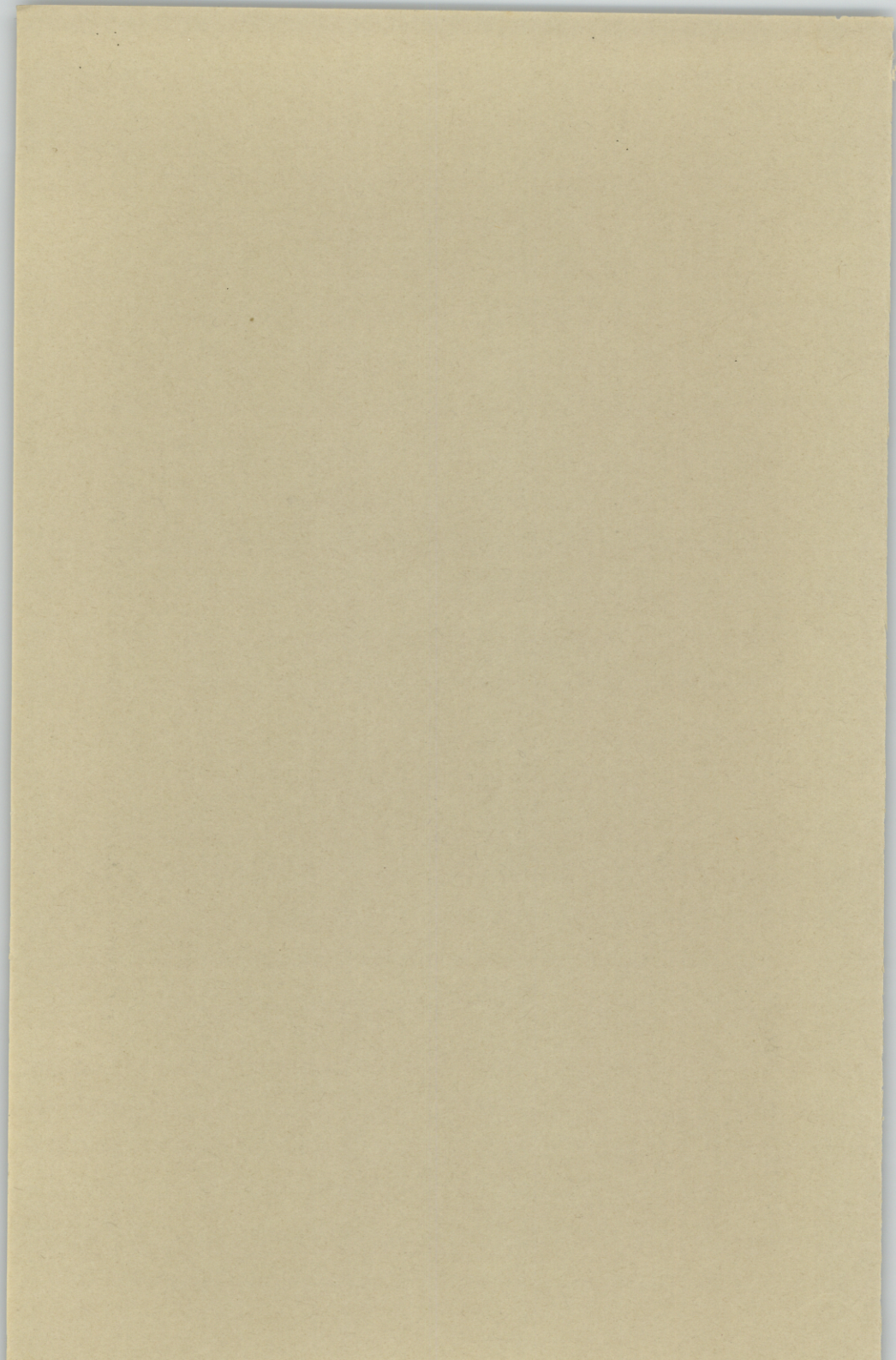
Board of Commissioners
of Pilotage

OF THE

STATE OF NEW JERSEY

For Year Ending December 31, 1961.

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115TH 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 115th Annual Report to the Legislature of the State of New Jersey. This report covers the year ending December 31, 1961.

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.

The Commissioners accepted the following bonds:

Pilot	Date of Bond	Sureties
H. J. Costello	3-6-61	W. C. Hall C. C. Reed
T. J. McGovern	4-21-61	J. C. Oldmixon C. C. Reed
J. G. Keating	6-15-61	P. V. Burke C. C. Reed

Pilots Costello and McGovern gave bonds to replace their previous bonds on which one of the sureties had retired as an active pilot; Pilot Keating gave his bond as a condition to receiving his original license as a pilot.

B. AN ABSTRACT OF THE PROCEEDINGS OF THE COMMISSIONERS WITHIN THE YEAR 1961.

At the meeting of the Board held on June 21, 1961, Commissioner Walter E. Maloney was sworn in as a Commissioner of Pilotage for a new three-year term commencing June 9, 1961. At the meeting held on August 16, 1961, Commissioner Thomas L. Ball was sworn in for a new three-year term commencing August 15, 1961. At the meeting held on September 20, 1961, Commissioner William H. Burrill was sworn in for a new three-year term commencing September 23, 1961.

During the calendar year 1961 the Commissioners advanced one pilot from the Second Grade to the First Grade; five pilots from the Fifth Grade to the Fourth Grade; two pilots from the Sixth Grade to the Fifth Grade; and one pilot was granted an original license as pilot of the Sixth Grade. During the same period one pilot retired from active service and the Commissioners registered two apprentices.

The Commissioners investigated twelve reports of marine casualties. In eight of these cases, including one which had been held over from the previous year, the Commissioners determined, after hearings, that no action should be taken and the cases were closed. In one case, involving a collision, the Commissioners concluded that the pilot had used very poor judgment in the handling of his vessel; he was officially reprimanded and ordered to exercise greater care in the future. Three cases remained under investigation at the close of the year awaiting further information before a final determination can be made by the Commissioners

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, 1961:

R. Ahrens	G. W. Kissenberth	J. H. Peterson, Jr.
W. J. Baeszler	J. G. Keating	C. C. Reed
F. J. Boslet	J. Licata	J. L. Renesse
A. T. Boyan	G. A. Mason	H. A. Schweers

C. I. Britton	J. F. McCarthy	C. E. Sloat
P. V. Burke	R. J. McCarthy	D. T. Smith
H. J. Costello	T. J. McGovern	J. P. Smith
R. E. Cox	D. M. Mercereau	R. C. Sorge
P. L. Cullison	R. Miller	W. W. Sturgeon
L. T. Earl	W. A. Mitchell, Jr.	F. D. Wall
H. C. Egan	J. Murray	C. E. Wendel
W. J. Egan	E. D. O'Donnell	W. F. Winter
E. W. Florimont	A. G. Oldmixon	C. R. Wood
J. E. Graham	J. C. Oldmixon	E. H. Weiler
W. C. Hall	R. I. Oldmixon	E. G. Young
W. W. Hanson	J. H. Peterson, Sr.	

Retired Pilots

J. D. Beebe	F. B. Lennan	W. A. Mitchell, Sr.
H. M. Clarke, Jr.	C. M. Lowe	G. Oldmixon
W. J. Crocker	W. H. Lowe	L. E. Oldmixon
J. L. Hall	G. J. Madigan	

Deceased

P. E. Winters - January 9, 1961

The following vessels were serviced during 1961:

	IN	OUT
January	390	387
February	346	347
March	368	412
April	338	319
May	358	376
June	326	342
July	357	374
August	376	354
September	337	382
October	339	345
November	329	334
December	361	362
TOTAL	4,225	4,334

D. OBSERVATIONS IN RELATION TO THE SYSTEM OF PILOTAGE.

During the year 1961 the Commissioners continued their efforts to maintain the Sandy Hook pilotage system at a high level of competency and efficiency. It came to the attention of the Commissioners that there was a considerable disparity in the number of vessels handled by the individual pilots. It appeared that this resulted to some extent from one pilot taking the turn of another in order to bring about either a more convenient or a longer period of time off. A committee was appointed to look into the situation and, with the full cooperation of the Pilots' Association, a study was made of the service records of all pilots. After full review, the committee reported that the disparity in the number of vessels handled by individual pilots did not in any way affect the efficiency of the service. The committee found no instance where an individual pilot has been overburdened physically by the number of vessels assigned to him.

It was also learned that some vessel owners, in calling to request assignment of a pilot, are careless in stating the draft of the vessel. The Commissioners became concerned that the misstatement of the draft might lead to the improper assignment of a pilot serving under a limited license. The Commissioners communicated with the pilots, alerting them to the serious consequences that could follow if a pilot were to handle a vessel of a draft deeper than that permitted by his license and the pilots were warned that the Commissioners would take a very serious view of any violation of the Regulations in this respect.

Harbor Improvements

The Commissioners have continued to be active in any matter which would lead to improved conditions for navigation in the Port of New York. Early in 1961 renewed attention was given to the congestion at Perth Amboy Anchorage No. 44. Although some improvement had been noted immediately after the Board's initial activity in this area, conditions have now become worse and constitute a threat to navigation. Once again the Commissioners interceded with the Army Engineers but at year end nothing had developed.

The Commissioners have scrutinized all proposals with regard to improvement of channels in the Port. Representatives of the Board attended and submitted a statement and recommendation at the hearing in connection with the surveys for navigation, flood control and major drainage improvements in the Hackensack River, Passaic River, Raritan River, Arthur Kill and Kill Van Kull. (A copy of the statement is annexed hereto as Attachment A). Other proposed improvements were discussed with the Army Engineers.

The Pilots' Association called to the attention of the Commissioners problems raised by small fishing boats anchoring or trolling in channels, particularly Sandy Hook Channel. The resulting congestion is so great that it constitutes a serious hazard for the navigation of large vessels. At the instigation of the Commissioners, an industry-wide meeting was held, attended by representatives of all maritime groups and Government agencies interested in the matter. When the meeting developed a conviction that this was a matter for education rather than enforcement, steps were undertaken to make small boat operators aware of the dangers inherent in the situation.

In another effort to avoid accidents, the Commissioners communicated with the Pilots' Association to request their active cooperation in preventing wash damage. The Board had learned of an incident where a mooring line on an oil barge had parted, allegedly as the result of heavy wash created by a passing vessel. Two men were injured by the whip of the cable. While there was no indication that any Sandy Hook pilot was involved in the incident mentioned, the Commissioners felt it desirable that every effort be made to see that there is no repetition of this type of accident.

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ATTACHMENT A

STATE OF NEW JERSEY
BOARD OF COMMISSIONERS OF PILOTAGE

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December 12, 1961

Office of the District Engineer
U. S. Army Engineer District, New York
Corps of Engineers
111 East 16th Street
New York 3, N. Y.

Dear Colonel Duke:

NOTICE OF PUBLIC HEARING ON SUR-
VEYS FOR NAVIGATION, FLOOD CON-
TROL, AND MAJOR DRAINAGE IMPROVE-
MENTS AND LAND RECLAMATION IN
THE FOLLOWING RIVER BASINS,
STREAMS AND TRIBUTARIES IN NEW
JERSEY: HACKENSACK RIVER, PASSAIC
RIVER, RARITAN RIVER, ARTHUR KILL
AND KILL VAN KULL File No. NANGZ

The Commissioners of Pilotage for the State of New
Jersey wish to comment as follows:

1. ENTRANCE NEWARK BAY

The mouth of Newark Bay should be widened by a-
mending the western boundary so that the channel
would run from the east end of the Shooters Island
Reach Dyke, 360° for 1200 feet thence 050° for about
3240 feet to the western draw of the Jersey Central
Railroad Bridge.

2. NEWARK BAY SOUTH REACH/NEWARK BAY MID-
DLE REACH

Widen the channel and ease the bend between these
two reaches by dredging all material on the west
side of the channel, east of a line drawn from the
Jersey Central west draw, running 027° to the Port
Elizabeth Channel entrance.

3. NEWARK BAY MIDDLE REACH

The channel should be widened to 600 feet and all required dredging should be done on the east side of the reach.

4. NEWARK BAY NORTH REACH

Channels above branch-channel into Port Newark should be widened to 500 feet up to the Lehigh Valley Railroad bridge. All required dredging to be on the east side of the channel.

5. NORTH OF LEHIGH VALLEY RAILROAD

The channel of 500 feet width should be maintained north of the bridge to the intersection of the Passaic and Hackensack Rivers. All material dredged should, if possible, be done from the west side of the channel.

6. TURNING BASIN

A turning basin should be provided by dredging the shoal at the intersection of the Rivers up to a line 090°, 500 feet north of the lighthouse marking the intersection of the Passaic and Hackensack Rivers.

Since there has been no call for pilotages north of this area, the Commissioners of Pilotage, at this time, would not like to comment on further channel improvements.

For the Board of Commissioners of Pilotage
For the State of New Jersey

By: /s/ HAROLD F. CRAVEN



By and large, the pilots have exhibited a very high degree of skill and have used excellent judgment in the handling of vessels entering or departing from the Port of New York. It is apparent that the pilots themselves realize the great responsibility placed upon them and the Commissioners are confident that with this spirit the Pilotage Service at Sandy Hook will continue to be a model for the rest of the world.

Respectfully submitted,

WALTER E. MALONEY

Secretary

COMMISSIONERS OF PILOTAGE

THOMAS L. BALL, 2 Kensington Avenue, Jersey City, New Jersey.---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 States 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, 89 North Arlington Avenue, East Orange, New Jersey.---Vice President of the Board of Commissioners. Holder of license as master of steam and 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.---President of the Board of Commissioners. 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 also served during World War II as commodore of fast trans-Atlantic convoys.

WILLIAM W. KUHNE, 30 Hillside Road, Sparta, New Jersey.---Holder of license as master of steam, motor or sailing vessels, any ocean, any tonnage. Also holds various Federal pilot licenses. Retired in 1953 after 51 years of service in the merchant marine. Served a total of 24 years in United States Navy and United States Naval Reserve, retiring in 1952 as a commander.

WALTER E. MALONEY, 31 Forest Drive, Short Hills, New Jersey.---Secretary-Treasurer of the Board of Commissioners. Attorney in New York City specializing in maritime matters. Served during World War II as officer in United States Coast Guard.

