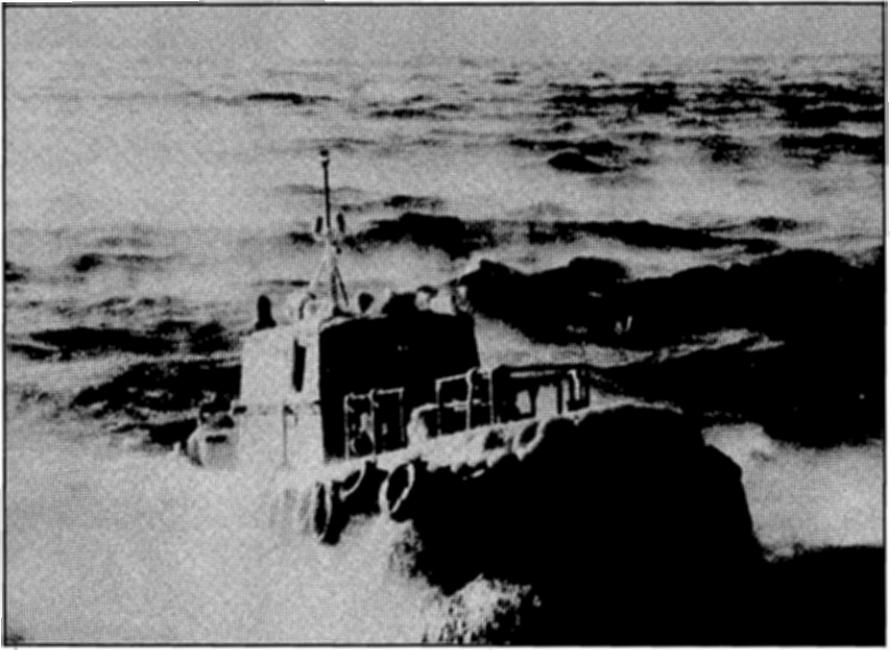


901  
P481

**144th ANNUAL REPORT**  
**of the**  
**COMMISSIONERS OF PILOTAGE**  
**of the**  
**STATE OF NEW JERSEY**



**FOR THE YEAR ENDING DECEMBER 1990**



**144th 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 144th Annual Report to the Legislature of the State of New Jersey. This report covers the year ending December 31, 1990.

**A. ALL BONDS TAKEN BY THE COMMISSIONERS PURSUANT TO SECTION 12:8-17 of Title 12.**

The following bonds were received by the Commissioners as a condition to the pilot receiving his original license:

<b>Pilot</b>	<b>Date of Bond</b>	<b>Sureties</b>
William J. McGovern	August 15, 1990	Timothy J. Ferrie John C. Oldmixon
William B. Hodgins, III	December 26, 1990	John B. Monaghan Timothy J. Ferrie

**B. AN ABSTRACT OF THE PROCEEDINGS OF THE COMMISSIONERS WITHIN THE YEAR 1990.**

At the Annual Meeting of the Board of Commissioners of Pilotage held on January 25, 1990, the following officers were elected to serve for the 1991 calendar year:

Edward B. Pulver	.....	President
Nelson Kornstein	.....	Vice President
Frank A. Johannessen	.....	Secretary-Treasurer

At this meeting, the President made the following appointments:

Examining Committee	.....	Richard L. Amster, George N. Axiotes Frank A. Johannessen, Nelson Kornstein Edward B. Pulver
---------------------	-------	--

NY-NJ Task Force	.....	Frank A. Johannessen
------------------	-------	----------------------

Legal Liaison Officer	.....	Richard L. Amster
-----------------------	-------	-------------------

U.S. Coast Guard Liaison Officer	.....	Nelson Kornstein
----------------------------------	-------	------------------

Representative to the Harbor Operations Committee	.....	Nelson Kornstein
---	-------	------------------

Representative to the New York Harbor Traffic Management Committee	.....	Frank A. Johannessen
--	-------	----------------------

*On the cover:*

“Seasmoke”—an ice encrusted Sandy Hook pilot boat pushing to meet a carrier off Staten Island.

Photo by Captain Arthur J. Roche

In 1990 the Commissioners advanced one pilot to Full Branch Pilot, one pilot from Third Grade to Second Grade, five pilots from Fourth Grade to Third Grade, one pilot from Fifth Grade to Fourth Grade, and two Registered Apprentices were granted original licenses as Pilots of the Sixth Grade. One applicant apprentice was granted status as a Registered Apprentice. As of December 31, 1990, the number of active New Jersey State licensed pilots totalled forty-three. Registered apprentices totalled four with one applicant apprentice working toward registered status.

The Commissioners investigated five marine incidents in 1990 reported to them by New Jersey Sandy Hook Pilots. In no incident did injury or loss of life result nor did any damage to cargo or pollution of the harbor occur. In a case which involved turning a vessel around in order to dock, a strong flood tide coupled with insufficient tug power resulted in the bow of the vessel striking the pier. In one incident a pilot assigned to a ship that had dragged its anchor found the vessel resting against the bank. The pilot, with the aid of a tug, reanchored the vessel. There was no damage. The pilot reported this dragging incident to our Board even though he was not on board the vessel at the time it dragged anchor. This report was in compliance with our Board's mandate that every incident, however minor, be reported even though the pilot may not have been conning the vessel at the time of the incident. The Commissioners received an unusual delayed report in that a month and a half after a tanker had departed from the Port of New York-New Jersey, the pilot who had piloted this tanker on arrival from sea to a safe anchorage in Stapleton, was asked about damage alleged to have occurred during arrival. Divers had located three plates damaged in the double bottom. The Sandy Hook Pilots Association requested the Army Corps of Engineers to take sounds of the channel. When the Army Corps of Engineers stated they would be unable to schedule this for several months, the Sandy Hook Pilots undertook to sound the area traversed by the tanker. No obstructions were discovered. On talking with personnel of the tanker company, one version indicated that foreign material was found in the damaged area but was not analyzed. Another version declared that no rocks or other material was found in the damaged area. Investigation revealed that the passage from sea to anchorage was routine. No one at the time indicated feeling unusual motion or any touching or grounding sensation. Bottom damage could have occurred prior to the arrival of the tanker in the Port of New York-New Jersey. Aside from the initial report, no further action was instituted on behalf of the tanker. The Commissioners decided no action was warranted concerning this alleged touching. In an incident report a pilot informed the Commissioners of his presence on board a vessel being undocked by a docking pilot with the assistance of a tug. In this case the vessel struck a submerged object damaging the starboard side of the vessel. There was no oil discharged. The pilot confirmed that he was not conning the vessel at the time. For the guidance of other pilots, the pilot did layout on a chart section the position of the vessel at the time contact was made. In a grounding report, a pilot told the Commissioners that while turning a vessel off a berth in the Arthur Kill to dock, the vessel struck a submerged object causing the bow to swing hard to port against the bow thruster. The vessel grounded on the portside. The vessel freed itself in about an hour; no tugs were in attendance. It was ascertained that while the charted depth of the channel where the vessel grounded is thirty five feet, due to the sloping nature of the side of the channel the thirty five foot depth

does not extend to the edge of the charted channel. This grounding resulted in no damage to the tanker or cargo, no spill or any pollution and no injuries. Even with the benefit of hindsight, no solution emerged that would eliminate the possibility of such grounding in the future. In a case involving zero visibility with light rain and fog, a pilot reported that while underway and turning, the vessel responded too slowly on the turn thus touching a buoy and possibly the mud bottom. There was no damage. Following investigation, discussion focused on how to avoid such accidents in the future. In a matter in which a New Jersey State Sandy Hook Pilot while operating in New York State waters under the authority of a New York State license was involved in the grounding of a vessel, The Board of Commissioners of Pilots of the State of New York imposed a penalty including a suspension of the New York State license. Our Board took similar action by suspending the pilot's New Jersey State license for a concurrent period.

In April 1989 the Commissioners unanimously approved a program, instituted by the Joint Executive Board of the United New York and New Jersey Sandy Hook Pilots Benevolent Associations, of testing pilots and apprentices for illegal drugs. In December 1989 a Registered Apprentice tested positive for marijuana. He was immediately suspended from service without pay. Subsequently, after undergoing extensive treatment and participation in a prevention program at a renowned institution, the apprentice was restored to duty in February 1991. Restoration was subject to a number of terms and conditions imposed on him by the Commissioners. The terms and conditions included a penalty of adding two additional years to serve as an apprentice in addition to subject's remaining apprentice obligation. No credit was given for the period between December 1989 and February 1991 when the apprentice was suspended. Subject continues participation in the drug prevention program with periodic reports submitted to the Commissioners by the institution. Participation in the prevention program plus submitting to random drug testing is at the apprentice's expense. In its initial determination made in January 1990 in the case of this apprentice, the Commissioners stated:

"In making the foregoing determination the Board of Commissioners wish to emphasize that such determination shall not be deemed a precedent and the Board specifically reserves the right to impose a more drastic penalty on the next pilot or registered apprentice who is found guilty of the use of amphetamines, cannabinoids, cocaine, opiates, or phencyclidine, or any other controlled or proscribed substance."

In February 1990 a Pilot of the Sixth Grade tested positive for marijuana. Subsequently, following hearings, by unanimous vote, the Commissioners revoked the New Jersey State license of this pilot. The pilot's attorney is now appealing this revocation.

The past year the Board revised its regulations including the vision standards for apprentice applicants. These vision standards are now higher than required for entrance to a federal academy and exceeded the vision requirements for obtaining a license issued by the U.S. Coast Guard. The apprenticeship phase lasts seven and one-half years, under constant supervision of senior, fully-qualified pilots. Learning is based on practical experience, actual on-the-bridge training, seeing and experiencing port conditions and ship characteristics, supplemented by

classroom work on the latest developments and techniques.

Knowledge gradually passes from a senior pilot to the apprentice, first with smaller ships, finally with the largest. Trainees ride more than 500 vessels through waters they hope to pilot before being considered for a state license.

The process begins aboard a 45 foot motorboat, learning to follow the pilot boat at sea in all weather conditions. Within four years the apprentice is expected to earn several licenses and certificates, including a Coast Guard motorboat-operators license and a federal license (master and first class pilot). In the following two years, the apprentice must earn at least 10 endorsements to the federal license which enable the apprentice to extend his geographical reach for pilotage. At this point, the apprentice must still pass a state examination before becoming a state pilot.

The Sandy Hook Pilots Association maintains a training program at its Staten Island Headquarters, conducted by a maritime veteran, a retired sea captain. The training system was accredited in 1974 as a "Program on Non-Collegiate Sponsored Instruction" by the New York Board of Regents.

Factual knowledge is multiplied by a sense of the harbor that comes from first-hand information with the port's subtleties, which can be critical when handling high value, sometimes hazardous cargoes, near a densely populated area.

Once an apprentice receives a state license as a Pilot of the Sixth Grade, another seven years must pass as the pilot works his way up through classifications of increasing ship size before reaching Full Branch Pilot status.

But it doesn't end there. Once a Sandy Hook Pilot attains the highest license, there's a further training at Grenoble, France, at a school for pilots and captains of large vessels via scaled models in a controlled environment. Other schools update training and offer state-of-the-art simulation courses.

It should be noted that only 12 to 15 round trips over a required route qualify an officer to take the U.S. Coast Guard examination for federal pilotage. After passing that examination, the individual may pilot vessels of the largest tonnage and deepest draft. Contrast this to the more substantial requirements of the state pilotage system.

The Board continues to support legislation it initiated which will extend the jurisdiction of the Sandy Hook Pilots to Atlantic City. This legislation will require the services of highly qualified competent state licensed pilots on foreign vessels and American vessels under register entering rivers, bays and ports of the New Jersey Coast. The passage of this bill will contribute to the safety and environmental protection of waters touching New Jersey shores.

The Board is ever mindful of the Statement in the REPORT OF THE PILOT STUDY GROUP of September 15, 1989, (appointed by the U.S. Coast Guard), which recommends, "The study group proposes that these state waters upon which state pilotage is not required be identified in each Marine Inspection Zone, and that the Coast Guard require a licenced (federal) pilot in those areas where the state has not chosen to act."

As stated in the 1989 Annual Report, the Board continues to participate in those activities related to pilotage, safe navigation and support of shipping in the bistate area as well as cooperating in furnishing information and data to other government agencies and attending relevant U.S. Navy and U.S. Coast Guard functions. Several Commissioners represented the Board at commissioning of the Vessel Traffic Service New York at Governors Island. The Vessel Traffic Service ("VTS") is an information gathering, processing and disseminating system operated by the Coast Guard. Its goal is to improve vessel transit safety and efficiency. The VTS Center, located on Governors Island, receives radar and closed-circuit television information from remote sites located throughout the New York-New Jersey Harbor. The United New York and New Jersey Sandy Hook Pilots Benevolent associations volunteered their services to the VTS. There are now Sandy Hook Pilots on duty at the VTS Center in an advisory capacity. As part of a major effort to improve safety and protect the environment of the port, Congress provided funding to the Coast Guard to reestablish VTS in the NY-NJ Harbor. The advisory service provided by the presence of Sandy Hook Pilots in the VTS Center is at no cost to the government.

The NY-NJ Task Force has as its primary purpose the duty to oversee the surcharge fund which financed the construction of the Pilot Boat NEW JERSEY and the Motorboat SANDY HOOK. Task Force members review the quarterly reports submitted by the firm of certified public accountants that conduct an audit of this fund. It is anticipated that a loan made by one bank will be paid in full as scheduled in 1992. In 1993 the Task Force will look at the point at which the \$75.00 surcharge levied on each inbound and outbound passage can be reduced or eliminated. By 1994, full payment of the one remaining bank loan should be completed. At Task Force meetings topics of mutual concern are discussed. These not infrequently lead to understandings and joint meetings between the Board of Commissioners of Pilots of the State of New York and this Board. Both Boards realize the desirability of bilateral unified action to the end of requiring the highest standards of training, discipline and supervision.

### C. STATEMENT OF THE NUMBER OF PILOTS IN COMMISSION AND THE NUMBER OF VESSELS TAKEN IN AND OUT.

#### ACTIVE PILOTS AS OF 12/31/90

F.J. Boslet, Jr.	P.E. Kanenbley	T.W. Peters
A.E. Braendly	R.V. Keenan	J.H. Peterson
J.F. Britton	G.W. Kissenberth	F.E. Reil
R.E. Britton	C.A. Massey	P.G. Rooss
T.G. Britton	J.F. McCarthy	R.J. Schoenlank
R.E. Cox	A.W. McGovern	J.W. Scudlo
R.L. Cullison	W.J. McGovern	R.D. Seeth
C.W. Dahmen	D.J. McInerney	K.E. Sullivan
R.A. Deane	B.J. Mercereau	E.F. Sweeney
T.J. Ferrie	W.G. Metting	F.D. Wall III
J.E. Graham	J.B. Monaghan	D.W. Walsh
E.J. Haggerty	J.A. Murray	T.J. Walsh
W.M. Hansen	E.D. O'Donnell	C.A. Whiteside
W.B. Hodgins	J. Oldmixon	
R.D. Jones	R.F. Pennea	

### RETIREE PILOTS

F.J. Boslet	J. Licata	C.C. Reed
A.T. Boyan	W.H. Lowe	J.L. Renesee
H.J. Costello	G.A. Mason	H.A. Schweers
L.T. Earl	J.F. McCarthy	D.T. Smith
W.J. Egan	R.J. McCarthy	K.W. Sorensen
W.C. Hall	T.J. McGovern	F.D. Wall
W.C. Hansen	D.M. Mercereau	C.E. Wendel
J.D. Hasson	A.G. Oldmixon	W.F. Winter
J.G. Keating	J.C. Oldmixon	E.G. Young
G.W. Kissenberth		

Captain W.W. Sturgeon passed away on April 18, 1990  
Captain E.H. Weiler passed away on May 13, 1990

### REGISTERED APPRENTICES

R.S. Ireland	D.B. Peters
R.L. Oldmixon	G.P. Smith

### NEW JERSEY APPLICANT APPRENTICES

W.J. Baeszler

### THE FOLLOWING VESSELS WERE SERVICED DURING 1990:

	<i>IN</i>	<i>OUT</i>
January	179	180
February	127	140
March	133	144
April	107	134
May	134	146
June	147	156
July	160	160
August	137	159
September	138	155
October	142	159
November	128	139
December	127	137

These statistics do not include the number of movements made when transporting vessels between points within the harbor.

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

The Commissioners are pleased with the consistently fine performance of the New Jersey Sandy Hook Pilots. The Commissioners are convinced that the professional training given to apprentices aboard pilot boats and in the classroom, and to the junior pilots as they progress through the grades, is without parallel anywhere in the nation.

The determined availability of the Sandy Hook Pilots for arriving and departing vessels—as well as for their other missions, including harbor safety and rescue, as well as protection of the environment—is exemplified by their slogan: “Always on station.”

The words of Franklin D. Roosevelt uttered in 1932 still hold true:

**“Your staunch pilot boats are always ready in storm and fog, and it takes skill, courage and long years of experience to carry on this important and hazardous work so necessary to our commerce.  
I congratulate you on your remarkable record . . .”**

For the safety of the Port of New York-New Jersey the Commissioners recommend the continuance of the system of state pilotage.

### COMMISSIONERS OF PILOTAGE

RICHARD L. AMSTER, 2 Hogan Court, Florham Park, New Jersey 07932. Of counsel to the law firm of Wolff & Samson, Roseland, New Jersey. Served on active duty in the United States Navy, 1942-1946, separated with the permanent rank of Lieutenant U.S.N.R.

GEORGE N. AXIOTES, 21 East Shore Road, Denville, New Jersey 07834. Holds American Master's license of steam and motor vessels for any ocean, any tonnage. Licensed Federal Pilot. Commanded American Commercial Vessels in World and Coastwise trade. Commanded Merchant Vessels in World War Two and also served as Convey Commodore. Held Executive shore positions in Steamship and Stevedoring Corporations. Member of Society of Maritime Arbitrators of New York Inc., Member of Maritime Trades Advisory Committee, Board of Education, City of New York, Past President and Life Member of Marine Society of New York, chartered in 1770. Member of Boston Marine Society, chartered in 1742. Member of Council of American Master Mariners, Inc. Owns and operates a business as Marine Surveyor and Consultant. Former member of U.S. Naval Reserve. Former member of International Cargo Bureau, Inc.

FRANK A. JOHANNESSEN, 619 West Lake Avenue, Rahway, New Jersey, 07065. Marine license: Master oceans, any gross tons; sailed as master. Shore positions: claim adjuster for P & I underwriters, marine surveyor, manager—Waterfront Commission of New York Harbor. Graduate of the United States Merchant Marine Academy, Kean College of New Jersey, John Jay College of Criminal Justice, Rutgers University School of Law—Newark. Former Editor of the Kings Pointer. Commander USNR (Ret.). Attorney NJ & Pa.

NELSON KORNSTEIN, 73 Frances Drive, Clark, New Jersey, 07066. President of American Plastic Company, Rahway, New Jersey. Served in the Merchant Marine from 1936 to 1951 principally with U.S. Lines and American Export Lines, 1942 to 1945 was an instructor in the United States Maritime Service. Member United States Naval Reserve 1942 to 1945. President of the Clark Rent Control board in 1972. 1972 to 1973 served on the Commission of Environmental Protection of Union County. 1974 to 1979 served as a Union County Park Commissioner. Former Legislative aide to Senator Donald DiFrancesco.

EDWARD B. PULVER, 104 West 56th Street, Bayonne, New Jersey, 07002. Served in the Armed Forces (Air Force) 1941-1943, a Member of Master, Mates and Pilots Local 1 New York 1941-1958. Elected officer as Secretary-Treasurer of Master, Mates and Pilots Local 1 New York 1948-1958. Regional Director of Seafarers International Union of Inland Waterways from Norfolk to New York 1959 to present. Sailed as ordinary seaman and Mate on Inland Waterways 1941-1975. Secretary-Treasurer State of New Jersey AFL-CIO 1975 to present. Labor Representative on the Governor's Manpower Board, Graduate of Rutgers Police Academy, graduate of Rutgers (City Administration), Member Saving Our Port, Port of New York and New Jersey and Member of Maritime trades, Port of New York and New Jersey 1982 to present.

Board of Commissioners of Pilotage of the State of New Jersey  
P.O. Box 1022  
Rahway, New Jersey 07065

The Board of Commissioners of Pilotage is assigned to the  
Division of Coastal Resources  
Department of Environmental Protection  
Trenton, New Jersey 08625

