

**BOARD FOR BRANCH PILOTS MEETING
MINUTES**

The Virginia Board for Branch Pilots met on Friday, February 1, 2013, at the Virginia Port Authority, 600 World Trade Center, Norfolk, Virginia, with the following members present:

Charles R. Amory, Jr.
Captain J. William Cofer
Captain Milton B. Edmunds
Thomas P. Host, III
Patrick B. McDermott
Captain John A. Morgan, Jr.
Christine N. Piersall
Meade G. Stone, Jr.

Board member Captain Robert H. Callis, III was not present for the meeting.

Staff present for the meeting was:

Kathleen (Kate) R. Nobsch, Executive Director

There was no representative from the Office of the Attorney General present.

Finding a quorum of the Board present, Mr. Stone, President, called the meeting to order at 10:30 a.m.

Call to Order

Mr. Host moved to approve the agenda. Captain Cofer seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Amory, Cofer, Edmunds, Host, McDermott, Morgan, Piersall and Stone.

**Approval of
Agenda**

Mr. McDermott moved to approve the minutes from the December 11, 2012, board meeting. Mr. Host seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Callis, Cofer, Edmunds, Host, McDermott, Morgan, Piersall and Stone.

**Approval of
Minutes**

There were no public comments.

**Public Comment
Period**

Ms. Nobsch relayed a message from Mr. Dixon, Mr. Lief and Captain Callis, expressing their regret at not being able to attend the meeting.

Captain Morgan provided the Board with a report of the examinations conducted by the Examination Administrators on January 31, 2013. The following report was made:

**Exam
Administrators
Report**

William G. Saunders, Jr.

William G. Saunders, Jr. answered oral questions related to the raise in

grade. The subjects included safe anchoring positions in Lynnhaven, Sewell's Point and Newport News, Limitations of License, safe under keel clearance, proper positioning of towboats in special situations, vessel squat, vessel interaction during overtaking and meeting situations, and the effects of surge in narrow channels. Captain Saunders stood a good examination and was found to be qualified. Captain Morgan moved that Captain Saunders be raised from a Foxtrot classification (46,000 gross tons and 40 feet maximum draft) to a Golf classification (55,000 gross tons and 42 feet maximum draft). Mr. Host seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Amory, Cofer, Edmunds, Host, McDermott, Morgan, Piersall and Stone.

Gregory R. Willson

Gregory R. Willson answered oral questions related to the raise in grade. The subjects included safe anchoring positions in Lynnhaven, Sewell's Point and Newport News, Limitations of License, safe under keel clearance, inter harbor transits, the importance of having anchors ready for letting go during transits, docking and undocking situations, and implementation of the North Atlantic Right Whale Strike Rule. Captain Willson stood a good examination and was found to be qualified. Captain Morgan moved that Captain Willson be raised from a Bravo classification (25,000 gross tons and 28 feet maximum draft) to a Charlie classification (32,000 gross tons and 32 feet maximum draft). Mr. Amory seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Amory, Cofer, Edmunds, Host, McDermott, Morgan, Piersall and Stone.

Christopher H. Behm

Christopher H. Behm answered oral questions related to the raise in grade. The subjects included safe anchoring positions in Lynnhaven, Sewell's Point and Newport News, Limitations of License, safe under keel clearance, inter harbor transits, the importance of having anchors ready for letting go during transits, docking and undocking situations, and implementation of the North Atlantic Right Whale Strike Rule. Captain Behm stood a good examination and was found to be qualified. Captain Morgan moved that Captain Behm be raised from a Bravo classification (25,000 gross tons and 28 feet maximum draft) to a Charlie classification (32,000 gross tons and 32 feet maximum draft). Mr. Amory seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Amory, Cofer, Edmunds, Host, McDermott, Morgan, Piersall and Stone.

Mr. Host recused himself from the meeting, as his company T. Parker Host, Inc., was the agent for the ships involved in the letter from Captain Collins.

Recusal of Mr. Host

Board members reviewed the following correspondence received from Captain January Collins:

Discussion of Notification

On December 9, 2012 Captain Collins was ordered to the M/V NORD ANTWERP at 0330 for 0700 onboard bound for Elizabeth River Terminals (ERT) Berth 2. The ships draft was 10 meters (32' 10"), the Length Overall- 178.83 meters (586' 8"), the Breadth Overall- 28.6 meters (93' 10"), the Gross Registered Tons- 21,934 tons.

**Letter Received
from Captain
Collins**

After boarding the ship at Cape Henry at 0635, they proceeded inbound to Hospital Point where they picked up two Moran tug boats and the docking master at approximately 0910. The docking master was Captain Jeff Davidson. After Captain Davidson boarded the ship, Captain Collins passed on all relevant shipboard information. After receiving this information Captain Davidson instructed the tug *Kaye E. Moran* to make fast on the ships port bow and the tug *Cape Romain* to follow along closely off of the ships stem. Captain Davidson then told Captain Collins that he was satisfied and ready to take the conn of the ship. At which time Captain Collins acknowledged, and told the Captain that with his permission, the docking master now had the conn of the vessel. The visibility was good, the wind was calm and the tide was high.

The ship continued inbound in the Southern Branch of the Elizabeth River at an average speed of less than 5 knots and docked starboard side to at ERT berth 2 at approximately 1100. Captain Collins disembarked the ship at 1115 at which time the dispatcher at the Virginia Pilot office informed her that the agent of the BALTIC MARINER had informed her that the ship moored at Allied Chesapeake had been surged by the NORD ANTWERP and would be reporting the incident to the U.S. Coast Guard. Consequently, Captain Collins sent the letter for informational purposes only. Captain Collins has not heard from the agents, the terminal, the ships, or the U.S. Coast Guard at this point.

Captain Cofer stated that the letter from Captain Collins was for informational purposes only. The Board agreed by consensus to have Ms. Nosbsich send a letter to Captain Collins thanking her for bringing the matter to the Board's attention.

Mr. Host returned to the meeting.

**Return of Mr.
Host**

Captain Cofer reported that there will be a 30 minute presentation at the April 30, 2013, board meeting on 'tractor tug' pilots.

Other Business

Captain Cofer stated that the next Board meeting scheduled for March 13, is an additional meeting to review the Exam Administrator's report. Ms. Nosbisch indicated only a quorum would be necessary for this very brief meeting. Mr. Stone, Ms. Piersall, Captain Edmunds and Mr. Host confirmed attendance.

Conflict of Interest forms and travel vouchers were completed by all members

Conflict of

present.

Interest Forms

There being no further business, the meeting was adjourned at 10:56 a.m.

Adjourn

Meade G. Stone, Jr., President

Gordon N. Dixon, Secretary

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