

**BOARD FOR BRANCH PILOTS MEETING  
MINUTES**

The Virginia Board for Branch Pilots met on Thursday, July 31, 2014, at the Virginia Port Authority, 600 World Trade Center, Norfolk, Virginia, with the following members present:

Captain Robert H. Callis III  
Captain J. William Cofer  
Captain J.W. Whiting Chisman III  
Thomas P. Host III  
Patrick B. McDermott  
Captain John A. Morgan, Jr.  
Christine N. Piersall  
Meade G. Stone, Jr.

Board member Charles R. Amory, Jr., was not present for the meeting.

Staff present for the meeting were:

Jay W. DeBoer, Director  
Kathleen R. Nosbisch, Executive Director

James Flaherty, Assistant Attorney General, was present from the Office of the Attorney General.

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

**Call to Order**

Ms. Nosbisch welcomed and introduced recently appointed DPOR Director, Jay DeBoer, new board counsel, James Flaherty and new board member Captain J.W. Whiting Chisman III. Ms. Nosbisch also introduced DPOR summer intern, Jennifer Ramos.

**Welcome & Introductions**

Ms. Nosbisch informed the Board that Mr. Amory was unable to attend the meeting and sends his regrets.

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

**Approval of Agenda**

Captain Cofer moved to approve the minutes from the January 30, 2014, board meeting. Mr. McDermott seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Callis, Chisman, Cofer, Host, McDermott, Morgan, Piersall and Stone.

Captain Cofer moved to approve the minutes from the December 17, 2013, board meeting as amended. Mr. McDermott seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Callis, Chisman,

Cofer, Host, McDermott, Morgan, Piersall and Stone.

There were no public comments.

**Public Comment  
Period**

Mr. Host recused himself from the meeting and left the room as his company, T. Parker Host, Inc., was the agent for the ship involved in the incident letter from Captain Behm.

**Recusal of Mr.  
Host**

Captain Behm was ordered to sail the *M/V HANZE GOTEBORG* from Perdue South, on the Southern Branch of the Elizabeth River, at 2015 February 26, 2014. The *HANZE GOTEBORG* is a bulk carrier, 590 feet in length, 98 feet in breadth with a draft of 32 feet 2 inches. Before sailing, Captain Behm and the ship's captain went through the Master Pilot exchange and the captain confirmed everything was in good working condition. Captain Behm told the ship's captain they needed both anchors ready to let go in case of emergency with men standing by forward. On the evening of February 26 the visibility was clear, there was an East North East wind of about 10 knots and the stage of the current was one hour after the first of the ebb.

**Captain  
Christopher H.  
Behm – M/V  
HANZE  
GOTEBORG**

The McAllister dockmaster undocked the vessel at 2115 and the transit out of the Southern Branch was safe and uneventful. After exiting the Southern Branch the forward tug (*Matthew McAllister*) was cast off and the dockmaster disembarked the vessel at approximately 2204. Captain Behm steadied the vessel on course 335 degrees true in the center of Town Point Reach and increased the engine speed to slow ahead. As soon as the vessel was steady and approaching 6 knots, Captain Behm reduced the engine to dead slow ahead and put the wheel amidships.

As they were approaching buoy 36, Captain Behm instructed the quartermaster to place the rudder "port 5" to initiate a swing to port. After the vessel began to slowly swing to port, Captain Behm requested the rudder amidships again but the rudder indicator stayed at port 5. The quartermaster indicated that the rudder was not reacting. At this point Captain Behm figured they had a steering casualty and this was confirmed by numerous alarms as the captain began moving frantically around the bridge.

With only a very slow rate of turn to port and a East North East wind, Captain Behm did not want the vessel to turn back to starboard and the Norfolk side of the river so he left the engine at dead slow ahead. There were condos and piers on the Norfolk side and a soft mud bank on the Portsmouth side. At the same time Captain Behm called the *Matthew McAllister* which was off the ship's port side and asked him to fall in astern of him so they could use him on either quarter when necessary. During the crews frantic efforts to fix the steering system the rudder ended up on port 15 and their rate of turn began to increase.

At this time Captain Behm knew they were clear of the Norfolk side of the river and swinging towards Portsmouth. With all this happening around 2210, Captain Behm immediately stopped the engine and then ordered full astern. He instructed the *Matthew McAllister* to work full ahead on the starboard quarter and told the captain to drop the starboard anchor. The *Matthew McAllister* was able to reduce the rate of turn before the ship went aground, enabling the ship to run aground at a much better and safer angle.

The *HANZE GOTEBORG* began to slow down and came to an easy stop with the bow approximately 200 feet outside the channel with the rest of the ship remaining in the channel. No one was injured and the vessel did not hit anything as it slowed to a stop. Once Captain Behm was sure the vessel was safe, he contacted JOHC tower to inform the Coast Guard of their steering casualty and grounding.

Board members reviewed the following correspondence from Captain Christopher S. Keane, U.S. Coast Guard, commending his actions during the incident aboard the *M/V HANZE GOTEBORG*:



Commanding Officer  
Sector Hampton Roads

14 July 2014

Captain Christopher Behm  
Virginia Pilot Association  
3329 Shore Drive  
Virginia Beach, VA 23451-1021

Dear Captain Behm:

On 26 February 2014, you were serving as the Virginia Pilot on board the *M/V HANZE GOTEBORG* (IMO 9646780) when the vessel experienced a steering casualty in the vicinity of Town Point Reach and Hospital Point. With the vessel's rudder stuck at 15 degrees to port, you took quick and decisive actions by providing necessary engine control orders and directing proper positioning of assist tugs to safely guide the vessel to its imminent grounding. By exercising exceptional bridge resource management, you were able to lessen the consequences of this grounding by preventing the vessel from running ashore in a heavily transited and populated area and also very possibly averting a hazardous pollution incident.

On behalf of the United States Coast Guard I extend to you my sincere appreciation for a job well done in the midst of this high stress situation. Your experience and quick actions were critical to ensuring the safety of the Port of Hampton Roads. Bravo Zulu!

Sincerely,

  
Christopher S. Keane  
Captain, U.S. Coast Guard  
Commanding Officer

After review and discussion, Mr. McDermott moved that the letter be filed and that the Board take no action as there appears to be no violation of the Board's regulations or statutes and requested a letter of appreciation be sent on the Board's behalf for the great seamanship Captain Behm exhibited in this situation. Ms. Piersall seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Callis, Chisman, Cofer, McDermott, Morgan, Piersall and Stone.

Mr. Host returned to the meeting.

**Return of Mr.  
Host**

Captain Huffman was ordered on board the M/V MSC Charleston to sail from APM Terminal in Portsmouth, outbound for sea at 1800 on April 15, 2014. Captain Huffman was on the bridge of the ship at 1725, set up his DGPS computer, and checked the weather and traffic conditions, read the pilot card and ship's particulars. Captain Huffman learned the vessel was 324.8 meters LOA (1065.6 feet) and 42.8 meters beam (140.4 feet). The draft forward was 12.48 meters (40'11") and 12.55 meters (41'2") aft. The vessel has a standard fixed pitch right-hand turning propeller, a single rudder and a working bow thruster of 3,500 horsepower. The ship was berthed at the south end of APM Terminals, port side alongside. Captain Huffman spoke with the watchstander at Cape Henry Pilot Tower and advised them the ship was expected to sail on time and that they would have a pilot ladder rigged on both the port and starboard side to be prepared for a predicted change in wind direction. The next port of call was Baltimore, and Captain Huffman anticipated a Maryland Pilot boarding in Thimble Shoal Channel in the vicinity of buoys 5 and 6 Thimble Shoal Channel at approximately 2000.

**Captain Charles  
A. Huffman V –  
M/V MSC  
Charleston**

The tidal current predictions indicated a slack for flood at 1714 at Lamberts Point, and a max flood current at 2201 at Cape Henry. The tide level at the time of sailing was approximately one foot above mean lower low water and rising. The National Weather Service forecast wind out of the South at 15 knots, and at 1900 hours, predicted a wind shift to the Northwest at 25 knots gusting to 34, associated with an approaching cold front. Captain Huffman conducted a Master-Pilot Exchange with the Master shortly before 1800. They discussed the particulars of the vessel, her draft, traffic to be expected and the weather forecast. The master informed me that all mechanical and navigational equipment on the vessel were in good working order. Captain Huffman asked that both anchors be made ready for letting go in case of an emergency and that they post a look-out for the duration of the passage. The master acknowledged.

Captain Huffman received permission from Joint Harbor Operation Center ("JHOC") to transit and a tugboat line was made fast to the starboard quarter, and a second tugboat was on the bow without a line, only assisting. The order was made to single up lines. All lines aboard, Captain Huffman gave a security call to advise all traffic in the area. The Moran Docking Master safely undocked the vessel and they entered Craney Island Reach. The docking

master disembarked the vessel on a port side pilot ladder and the tugboats were released at approximately 1830. Captain Huffman piloted the ship through Craney Island Reach, Norfolk Harbor Reach, and upon entering Norfolk Harbor Entrance Reach increased the engine bell incrementally from slow to half and then full ahead. They passed Old Point Comfort at 1910. Captain Huffman met the inbound M/V SKS TWEED in Thimble Shoal Channel east of buoy 17. They passed port to port. At this time, Captain Huffman had already begun to assess a meeting situation with the second inbound vessel Petite, a small self-propelled spud barge. The Petite was .35 NM (nautical miles) north of the red side of Thimble Shoal Channel in the vicinity of buoy 10 heading inbound towards Thimble Light making 4.5 knots, speed over ground(SOG). Captain Huffman called M/V Petite on VHF channel 13 to make passing arrangements. The captain of the Petite informed me that he would be well clear of me and that he would remain in the North Auxiliary Channel. Captain Huffman confirmed a port-to-port passage with captain and informed him that they would be transiting in the main channel. Furthermore, Captain Huffman asked if the captain needed him to reduce his speed to lessen the height of the ships wake. The captain declined and said that it wasn't necessary. Captain Huffman thanked the captain and proceeded.

As the *M/V MSC Charleston* was passing buoys 15 and 16, Captain Huffman acquired the Petite on the ships ARPA Radar. Minutes later, the AIS signal from the Petite was no longer being displayed on the ships radar. At this time the wind direction was South at 15 to 20 knots. Captain Huffman periodically checked the radar information to observe the course and speed of the Petite. Visually, the vessel appeared to be north of the North Auxiliary channel. She was maintaining 4.5 knots and her course-over-ground (COG) varied from 290 to as much as 330 degrees True, clearly moving away from the channel. Shortly before 1930, the cold front overtook the *MSC Charleston*. At that time the wind direction shifted immediately Northwest at 20 knots sustained, and the sea state became very confused. Captain Huffman's position in the channel was 150 feet right of the center of the channel, making 14.5 knots. Captain Huffman altered course to 107 and 106 degrees True to maintain position in the channel. The Petite was approximately one mile away.

A minute or so later, the Petite was approximately a half mile off the port bow. The wind speed increased violently to 40 knots sustained and gusting to 55 knots. Captain Huffman rechecked the Petite's COG and Closest Point of Approach (CPA) on the radar. Her COG vector shifted suddenly from 290 to 250 degrees True. The radar indicated a CPA of .05 NM, approximately 300 ft. Immediately, Captain Huffman went to the VHF radar near the port side of the Navigational Console and called "Petite, MSC Charleston!" Captain Huffman ordered twenty degrees starboard rudder, attempting to increase the CPA. With such strong wind on the port side, she was sluggish to answer 20 degrees starboard rudder. Captain Huffman ordered hard to starboard. The Petite immediately responded saying he couldn't hold the vessel into the wind, implying he had lost control. Captain Huffman replied by saying "Petite, give it everything you have!"

The captain and officer on watch had both run out to the port wing to visually observe the situation. It began to rain heavily and the visibility quickly reduced to a quarter mile, Captain Huffman could no longer visually see the next set of buoys, and the ship was still swinging to starboard. Captain Huffman decided not to walk to the forward bulkhead of the wheelhouse to sound the danger signal on the ship's whistle. Captain Huffman quickly positioned himself next to the quartermaster where he could observe the radar, rudder angle indicator, and gyro simultaneously. The ships heading passed 112 degrees True and Captain Huffman ordered the rudder amidships and hard to port. With the engine still running full ahead Captain Huffman attempted to swing the stern of the ship away from the Petite. The ships heading checked up at 115 degrees True and began to swing to port very quickly, particularly with the wind on the port beam. Nearly parallel with the channel at 108 degrees True, Captain Huffman ordered the rudder amidships again and then hard to starboard. The ship got set bodily to starboard almost 400 feet to the right of the center of the channel according to his DGPS unit.

At 1932 the Petite collided with the MSC Charleston approximately 15 meters from the stern of the ship on her port quarter .3 NM east of buoys 13 & 14 in position 38 degrees 59.5 minutes North and 076 degrees 10.4 minutes West. The ships head finally checked up at 097 degrees True and full starboard rudder was held as the ship did not come off the wind but held her course at 097 for over 30 seconds before she answered and began to turn back to starboard. The visibility was now .1 to .2 NM. Once the vessel returned to the center of the channel Captain Huffman reduced speed to half ahead. He adjusted his heading and engine bells as required according to the wind gusts to maintain steerage. Captain Huffman told the captain that he was going to inform the Coast Guard of the incident momentarily and to prepare to anchor the ship at the nearest safe anchorage. Captain Huffman called the Petite on the radio but she did not answer. Captain Huffman heard the tower watch stander, who was now aware of the incident, calling the Petite and heard the pilot boat getting underway to go offer assistance.

As the ship passed buoys 11 & 12, Captain Huffman slowed to bare steerageway and the captain dispatched his crewmen to give him a damage report. He called JHOC on the radio, reported the collision, the names of the vessels involved and the latitude and longitude. Captain Huffman passed the Chesapeake Bay Bridge Tunnel at 1950 and the Maryland Pilot Mike Powers boarded the ship on her starboard side at 2005 at buoys 3 & 4. At this time, the wind was blowing 40 knots sustained and gusting to 50. The captain reported that the ship did not sustain any structural damage, and no one was injured. The Pilot Tower watch stander reported to Captain Huffman that no one was injured on the Petite, and that he had recorded 77 knots peak wind speed.

After review and discussion, Mr. McDermott moved that the letter be filed and the Board take no action as there appears to be no violation of the Board's regulations or statutes and that a letter be sent to Captain Huffman requesting

he follow-up, in writing, stating he met the regulatory reporting requirements set forth in the Board's regulations. Ms. Piersall seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Callis, Chisman, Cofer, Host, McDermott, Morgan, Piersall and Stone.

On May 14, 2014, Captain Willson was ordered to the M/V HS BRUCKNER (IMO 9392559), a container vessel due at Cape Henry at 0400 with a draft of 33' 5" bound for APM Terminals in Portsmouth, Va. The M/V HS BRUCKNER is a container vessel with a length overall of 757' 7", a beam of 105' 8", and a gross tonnage of 35981 tons.

**Captain Gregory  
R. Willson – M/V  
HS BRUCKNER**

Captain Willson embarked the M/V HS BRUCKNER at 0405 between "CH" buoy and buoys "15" and "16" of the Southeast Approach. At this time, the current at Cape Henry was ebbing with a set of approximately 126 deg T and a drift of 1.2 knots. The wind was from the north in a direction of approximately 020 deg T and a velocity of 5 knots. Visibility was approximately 500-700 feet due to fog.

After a master-pilot exchange, Captain Willson proceeded to pilot the M/V HS BRUCKNER from Cape Henry to APM Terminals. The vessel had been sounding restricted visibility sound signals when Captain Willson boarded, and continued to provide sound signals throughout the passage. At 0630 as the vessel was approaching buoys "17" and "18" of Craney Island Reach, the tugboat LIZZY B. MORAN approached the vessel's port-side to embark the docking master, Captain Jeff Davidson.

Once Captain Davidson was onboard, the Master and Capt. Davidson performed a master – pilot exchange, followed by a pilot – pilot exchange between Captain Willson and Captain Davidson. Captain Davidson was then given the con. At approximately 0640 as they passed buoy "20", the tugboat LIZZY B. MORAN was made fast on the starboard quarter and the tug CAPE ROMAIN attended the starboard bow to assist. At this time, the vessel was on a course of 170 degrees True and proceeding on a dead slow ahead bell. The current in Craney Island Reach at this time was flooding with a set 190 degrees True and a drift of approximately 0.5 knots. The wind was blowing from a direction of approximately 030 degrees True with a velocity of approximately 4 knots. The visibility was approximately 500 - 700 feet at this time.

At the time when Captain Davidson was given the con, the Master was using one of the two radars. Captain Willson gave Captain Davidson the radar that he had been using. Once the radar was satisfactory for him, Captain Willson positioned myself behind Captain Davidson and the Master; a position from where he could observe all bridge dopplers and indicators to confirm that all commands were carried out correctly.

Captain Davidson proceeded to con the vessel past Craney Island Fuel, during which time he stopped the engine to reduce speed and to allow a small vessel

that got underway from Craney Island fuel depot to pass by the starboard side. To initiate the turn into the APM entrance channel, Captain Davidson shifted the rudder to starboard 20 degrees. After confirming on the rudder angle indicator that the command had been carried out correctly, Captain Willson began to monitor their heading. After a short period with no change in heading, Captain Willson mentioned to Captain Davidson that the vessel did not want to turn. Captain Davidson then put the rudder hard to starboard and put the engine on dead slow ahead. The vessel began to turn sluggishly to starboard with this command. As the vessel's rate of turn still was not increasing significantly, Captain Davidson ordered the bow thruster to be used full to starboard and for the LIZZY B. MORAN to begin working ahead on the starboard quarter.

As the vessel's rate of turn increased, the CAPE ROMAIN informed Captain Davidson that it was going to be close clearing the first green buoy (buoy "1"). At this time, Captain Willson moved from the previous stated position to the port bridge wing to try and visually see the buoy. Captain Willson was never able to see the buoy from the bridge wing. As the vessel's heading reached the intended heading of the entrance channel, Captain Davidson stopped the LIZZY B. MORAN, shifted the rudder hard to port, and stopped the main engine. The buoy resurfaced astern of the M/V HS BRUCKNER, out of position along the toe of the channel.

After the M/V HS BRUCKNER was safely moored, Captain Davidson and Captain Willson went aboard the LIZZY B. MORAN and examined the buoy to confirm its location. Once they confirmed its position, the incident was reported to the United States Coast Guard and proceeded with the appropriate substance screenings.

After review and discussion, Captain Morgan moved that the letter be filed and the Board take no action as there appears to be no violation of the Board's regulations or statutes and that a letter be sent to Captain Willson requesting he follow-up, in writing, stating he met the regulatory reporting requirements set forth in the Board's regulations. Captain Callis seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Callis, Chisman, Cofer, Host, McDermott, Morgan, Piersall and Stone.

Mr. Host recused himself from the meeting and left the room as his company, T. Parker Host, Inc., was the agent for the ship involved in the incident letters from Captain Rogers and Captain Young.

**Recusal of Mr.  
Host**

On July 6, 2014 Captain Rogers was ordered on board the UBC MANZANILLO for a 0130 sailing from Newport News Anchorage to Dupont Terminals on the James River. The order was set up so that the ship could transit the Upper James River during daylight and dock at Dupont with flood current. The transit to Dupont on the James River requires the pilot to navigate several miles past the terminal to the turning basin off Deepwater Terminal of Richmond. Once the ship is turned in the basin, the ship is then

**Captain  
Torrence Rogers  
- UBC  
Manzanilla**

navigated back down river to the Dupont berth. The docking needs to occur during a flood current so that the ship stems the current during the docking maneuver.

The UBC MANZANILLO is a bulk ship 355 ft long by 60 ft wide with a draft of 21 ft 6 in. The ship has a variable pitch, right hand turning propeller with a 380 horsepower bowthrustrer. Before sailing a master-pilot exchange was conducted and Captain Rogers reviewed the pilot card. Captain Rogers was informed that all equipment was in good working order with no defects.

The ship got underway without incident. At approximately 0830, after clearing Turkey Island Cut in the Upper River, the ship's captain told Captain Rogers, they needed to slow down. The seawater strainers used for cooling the engine had become clogged and the engine temperature was rising. They reduced speed gradually from 8 to 4 kts. The captain was on the phone with Chief Engineer several times and finally asked if they could stop. Captain Rogers informed the captain there was no location for the ship to anchor or moor. The captain mentioned the possibility of a blackout if the temp continued to rise. At this time the Tug Hill Carter was escorting them up the river so Captain Rogers had the tug make fast on the starboard quarter and had the captain inform the crew on the forecastle of the possibility of dropping the anchor in an emergency.

Approximately 15 minutes later the Chief Engineer was able to flush the strainers and slowly decrease the engine temp. He continued to flush the strainers but was unsure if they were completely clear. The tug was let go and they slowly increased the speed back to 7 knots.

Because of the delay of approximately 45 minutes, the window for docking during the flood current at the Dupont Terminal was missed, and because of the uncertainty surrounding the engine the captain and Captain Rogers agreed it would be best to dock the ship at the Deepwater Terminal in Richmond. There the engineers could definitively resolve the seawater strainers issue and test the engine safely alongside the pier. The ship would then transit to Dupont the following day.

As the ship continued up the river Captain Rogers received a call from the Deepwater Terminal dock master informing me that there was a log obstruction at the north end of the dock and that he should dock at the south end.

The ship speed was decreased as it made its approach to the Deepwater Terminal and the seawater strainers were again backflushed. The tug was made fast on the starboard quarter and the docking maneuver was initiated for portside alongside (straight in). The ship got into position approximately a ship width off the dock and then moved laterally with tug pushing ahead and the thruster full to port. The ship got to within 10 ft of the dock laterally and stopped. It was determined that mud and sand had built up alongside the pier

and that they were pressed up against a mud bank. The ship was moved forward, about half way down the pier, with the same result. Captain Rogers could not move the ship any further up the pier to try and get alongside due to the log obstruction approximately 80 ft off the north end of the dock. Lines were passed to the dock and the ship was tied up against the mud bank.

Soundings of ship tanks were conducted and no initial damage reported. The Coast Guard was notified of the incident.

After review and discussion, Captain Cofer moved that the letter be filed and the Board take no action as there appears to be no violation of the Board's regulations or statutes as this was a mechanical issue and that a letter be sent to Captain Rogers requesting he follow-up, in writing, stating he met the regulatory reporting requirements set forth in the Board's regulations. Captain Morgan seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Callis, Chisman, Cofer, McDermott, Morgan, Piersall and Stone.

On 7 July 2014 at 0720, Captain Young boarded the motor vessel M/V UBC MANZANILLO a bulk carrier, from the pier of Richmond Deepwater terminal (RDWT). The vessel was moored approximately 10 feet off the pier and astern of a container barge awaiting daylight transit of the James River, inbound to DUPONT Terminal.

**Captain Clarence  
Young – UBC  
Manzanilla**

A master/pilot exchange was conducted and the captain informed Captain Young that the engine-cooling problem had been addressed. The captain and Captain Young agreed that they would have to wait an hour or so for the tide to rise allowing more water under the vessel. Captain Young reviewed the ship's pilot card and the ship's particulars to ascertain the ship's position, maneuvering characteristics, draft, and bow thruster function. The Tug Active was on scene and Captain Young made contact with its captain and informed him of his plan to turn and transit down the river to Dupont.

M/V UBC MANZANILLO has a length overall of 355 feet and a beam of 59 1/2 feet. Her draft was 21 feet 6 inches fore and aft. The vessel is equipped with a 380 horsepower bow thruster. Tide, current and wind conditions were as follows:

Current	Tide	Wind
SFF 0709	0.8ft 0736	SW 10-15kts
MF 0930		
SFE 1148	3.1ft 1259	

After waiting for the tide for approximately 1 hour, lines were recovered and they got underway at 0840. Captain Young had the Tug Active assist "heads and tails" on the starboard bow and had the tug pulling them around and retarding the vessel movement upriver with the flood current and incoming tide. The maneuver worked and the vessel slowly and under full control

turned to the right without issue. Once turned and in the center of the turning basin, the vessel was stopped and its movement brought to a minimum as to release the Tug Active and get her repositioned on the stern of the vessel for the remaining transit down river to DuPont.

After Tug Active was on the stern of the vessel they informed Captain Young that they needed a little headway so the tug could “put up” a line to the vessel. Dead Slow ahead was ordered and they started to proceed down river. A minute or two later, Tug Active informed Captain Young that they were “made up” and Captain Young ordered that the vessel speed be increased to slow ahead. A few moments later with slowly building speed over the ground Captain Young ordered the vessel speed be increased to half ahead as the vessel steering was sluggish. The vessel was slowly building speed against the incoming current but was making less than 2kts over the ground. Less than a minute later the ship slowed to 0 kts. At approximately 0852 the UBC MANZANILLO was again aground in the RDWT Turning Basin toward the south end approximately 350 ft. off the pier. Captain Young asked Tug Active if they were working on them and to go to clutch as to relieve any resistance from the tug pulling the ship astern.

Continuously assessing the situation – Captain Young ordered the RPMs be increased to full ahead and the vessel moved ahead but then started to slow again. Captain Young ordered the RPMs be returned to half and had the helm go hard to port (with movement) then hard to starboard (with movement) then back to midship but the ship movement slowed to zero again.

Captain Young ordered Tug Active to come to half ahead and then full ahead on the stern. Once the assist tug was at RPMs the UBC MAZANILLO immediately began to move ahead. Captain Young ordered the UBC MANZANILLO engines to full ahead and cycled her rudder Hard Port to Hard Starboard several times as the vessels speed slowly increased.

After exiting the turning basin fully and just past marker “166” the vessel seemed to be free of the bottom restriction and handled/maneuvered/responded as expected in the current conditions.

The UBC MANZANILLO was safely piloted to DUPONT terminal where the USCG and all parties awaited.

Captain Young departed the vessel at 1030 and returned to the pilot station and informed the Vice President of the maneuver and the experience in the turning basin with my concern that the turning basin is shoaling in.

After review and discussion, Captain Morgan moved that the letter be filed and the Board take no action as there appears to be no violation of the Board’s regulations or statutes as this was a mechanical issue and that a letter be sent to Captain Young requesting he follow-up, in writing, stating he met the regulatory reporting requirements set forth in the Board’s regulations. Ms.

Piersall seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Callis, Chisman, Cofer, McDermott, Morgan, Piersall and Stone.

Mr. Host returned to the meeting.

**Return of Mr. Host**

After discussion, Board members agreed by consensus to request all future letters from pilots convey language that they met the requirements set forth in the board regulations. Captain Cofer will relay this information to the pilots.

**Future Incident Letters**

Captain Callis provided the Board with a report of the examination conducted by the Examination Administrators on July 31, 2014. The following report was made:

**Exam Administrators Report**

Christopher H. Behm

Captain Behm answered oral questions related to the raise in grade. The subjects included safe anchoring positions in Lynnhaven and Sewell's Point, anchoring techniques, characteristics of deep draft vessels, vessel squat, inner harbor transits, restricted maneuvering in narrow channels, vessel displacement and surge, traffic management, timed arrivals and safe vessel speed.

Captain Behm stood a good examination and was found to be qualified. Captain Callis moved that Captain Behm be raised in grade from an Echo classification (42,000 gross tons and 36 feet maximum draft) to a Foxtrot classification (46,000 gross tons and 40 feet maximum draft).

Mr. Host seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Callis, Chisman, Cofer, Host, McDermott, Morgan, Piersall and Stone.

Gregory R. Willson

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Ms. Piersall seconded the motion which was unanimously approved by

Messrs., Mme. and Captains: Callis, Chisman, Cofer, Host, McDermott, Morgan, Piersall and Stone.

William G. Saunders, Jr.

William G. Saunders, Jr. answered oral questions related to the extension of route. The subjects included the courses and distances from the James River Bridge to Richmond, local traffic, safe anchoring positions, vessel positioning when approaching various turns in anticipation of bank and cushion effect, narrow channel navigation techniques, docking and undocking in Hopewell, characteristics of the James River Bridge and the Benjamin Harrison Memorial Bridge, adverse tidal situations and safe vessel speed.

Captain Callis moved that Captain Saunders be granted an extension of route from the James River Bridge to City Point, Hopewell upon the James River. Captain Morgan seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Callis, Chisman, Cofer, Host, McDermott, Morgan, Piersall and Stone.

Joseph M. Schacherer III

Joseph M. Schacherer III answered oral questions related to the extension of route. The subjects included the courses and distances from the James River Bridge to Richmond, local traffic, safe anchoring positions, vessel positioning when approaching various turns in anticipation of bank and cushion effect, narrow channel navigation techniques, docking and undocking in Hopewell, characteristics of the James River Bridge and the Benjamin Harrison Memorial Bridge, adverse tidal situations and safe vessel speed.

Captain Callis moved that Captain Schacherer be granted an extension of route from the James River Bridge to City Point, Hopewell upon the James River. Mr. Host seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Callis, Chisman, Cofer, Host, McDermott, Morgan, Piersall and Stone.

Ms. Nosbisch congratulated Captain Cofer on his appointment to the Virginia Port Authority Board of Commissioners. **Other Business**

Discussion was held on the recent Virginia Maritime Association's International Trade Symposium, held May 8, in Norfolk. Those attending found the Symposium to be a valuable experience, and thanked the Board for providing the opportunity for board members to attend.

Conflict of Interest forms and travel vouchers were completed by all members present. **Conflict of Interest Forms**

There being no further business, the meeting was adjourned at 11:56 a.m. **Adjourn**

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Meade G. Stone, Jr., President

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Jay W. DeBoer, Secretary

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