

BOARD FOR BRANCH PILOTS MEETING

MINUTES

The Virginia Board for Branch Pilots met on Tuesday, November 1, 2005, at the Virginia Port Authority, 600 World Trade Center, Norfolk, Virginia, with the following members present:

Robert H. Callis, III
Bruce R. Cherry
Captain J. William Cofer
Captain Milton B. Edmunds
Robert T. Hasler, Jr.
William M. Martin, III
Edgar A. Massenburg
Captain W. Hugh McCrory, Jr.
Meade G. Stone, Jr.

Staff present for the meeting were:

Louise Fontaine Ware, Director
Mark N. Courtney, Executive Director

William R. "Rob" Sievers, Assistant Attorney General, was present at the meeting.

Finding a quorum of the Board present, Mr. Hasler, President, called the meeting to order at 10:00 a.m. **Call to Order**

Mr. Cherry moved to approve the agenda as written. Captain McCrory seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Hasler, Martin, Massenburg, McCrory, and Stone. **Approval of Agenda**

Mr. Martin moved to approve the minutes from the July 29, 2005, Board meeting as amended. Mr. Stone seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Hasler, Martin, Massenburg, McCrory, and Stone. **Approval of Minutes**

Captain Callis provided the Board with a report of the examinations conducted by the Examination Administrators on November 1, 2005. The following report was made: **Examination Administrators Report**

Chadwick M. Jamison

Captain Jamison answered oral questions related to the raise in grade. The subjects included safe anchoring positions in Lynnhaven, Sewell's Point and Newport News, safe vessel speed, the effects of wind on high profile containerships, under keel clearance, the effects of vessel squat, and timely use of the danger signal. Captain Callis moved that Captain Jamison be raised from the Golf classification (625 ship units with a draft up to 38 feet or 450 ship units with a draft up to 42 feet) to the Hotel classification (725 ship units with a draft up to 41 feet or 550 ship units with a draft up to 45 feet). Mr. Cherry seconded the motion which was unanimously approved by Messrs and Captains: Callis, Cherry, Cofer, Edmunds, Hasler, Martin, Massenburg, McCrory, and Stone.

Jacob R. Johnson

Captain Johnson answered oral questions related to the raise in grade. The subjects included safe anchoring positions in Lynnhaven, Sewell's Point and Newport News, proper scope of chain in strong winds, safe vessel speed, timely use of bridge to bridge radiotelephone, overtaking situations, and proper use of the auxiliary channel. Captain Callis moved that Captain Johnson be raised from the Alpha classification (125 ship units with a draft up to 25 feet or 200 ship units with a draft up to 23 feet) to the Bravo classification (300 ship units and 25 feet maximum draft or 225 ship units and 27 feet maximum draft) Judge Massenburg seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Hasler, Martin, Massenburg, McCrory, and Stone.

The Board reviewed a letter and accompanying chart from Captain William G. Diggs, dated August 3, 2005, regarding an incident involving the M/V GENMAR ORION.

Captain William
G. Diggs, M/V
GENMAR ORION

On August 1, 2005, Captain Diggs was ordered to pilot the M/V GENMAR ORION at 0445 from sea to York River Anchorage. The M/V GENMAR ORION is an oil tanker with a length of 274.0 meters; a breadth of 48.0 meters; and a depth of 23.2 meters. The vessel's draft was 36 feet 6 inches even keel.

The morning was clear with good visibility. The winds were light out of the north east. First of flood current at Cape Henry was at 0435. First of flood at the southeast end of York River Entrance Channel was at 0350. High tide at York Spit Light was at 0659.

At 0437 Captain Diggs boarded the vessel, met the Captain and conducted the master-pilot exchange of information. The Captain informed Captain Diggs that all equipment was in good working order. Captain Diggs set up his DGPS unit as the vessel proceeded toward Cape Henry Channel. Captain Diggs' DGPS unit was functioning at all times.

The vessel proceeded through Cape Henry Channel and Chesapeake Channel at a speed of approximately 14 knots. Before crossing over the Chesapeake Bay Bridge Tunnel, Captain Diggs called PORTS real time data for current tide levels. All stations in the near vicinity reported at least 2 feet above mean low water and rising.

Four and one-half miles from the York River Entrance Buoys 1 and 2, Captain Diggs began to reduce rpm's. At two and one-half miles from Buoys 1 and 2, Captain Diggs reduced rpm's to make turns for 10.73 knots (half ahead) Two miles from Buoys 1 and 2 Captain, Diggs came port to a course of 310 degrees. At this time first light had already occurred, and Captain Diggs could clearly see the entire York River Entrance Channel. Captain Diggs held position between the buoys and slightly to the left of center in order to compensate for the set from the flood current. The DGPS unit as well as the radar concurred with Captain Diggs' visual assessment. At this time Captain Diggs noticed the vessel's speed to be 11.5 knots over the bottom and decreasing. Captain Diggs' intention at this point was to reduce rpm's to make turns for 7.7 knots (slow ahead) when the vessel was one mile from the buoys.

There was no indication of anything out of the ordinary. No vibration or unusual wake was noticed. At 1.2 miles from the buoys, the ship experienced a sudden reduction in speed to 2.5 knots. Then the bow appeared to rise. Captain Diggs ordered a dead slow bell and the ship returned to a normal state. The mate noted that the time was approximately 0543.

There were no signs of pollution or injury and no noticeable damage to the vessel. Captain Diggs called the Coast Guard immediately and reported what happened. The Coast Guard gave permission to proceed to York River Anchorage which the vessel arrived without further incident.

Captain Diggs was later informed by the agent that the vessel was surveyed and checked by divers. Minor damage was found around the bow area of the vessel; however, the damage did not compromise the structural integrity of the vessel. Clearance was given to proceed with the scheduled voyage.

Upon reaching shore, Captain Diggs was tested for drugs using the proper state form. All tests were negative.

After discussion, Judge Massenburg moved that the letter be filed and that the Board take no action as there appears to be no violation of the Board's rules, regulations, or statutes. Mr Martin seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Hasler, Martin, Massenburg, McCrory, and Stone.

The Board was joined by three visitors from the United States Coast Guard Other Business in order to observe the meeting.

Mr. Martin informed the other Board members that former Board member Mr. Spratley's wife passed over the weekend. The Board will be sending out a letter of condolence from the President.

Captain Cofer informed the Board that Captain Bobby Stone, who retired approximately nine years ago after being a Branch Pilot for 42 years, recently passed away.

Mr. Tucker, Board Liaison, notified that Board that he will be unable to attend the next meeting in December and wished them all happy holidays.

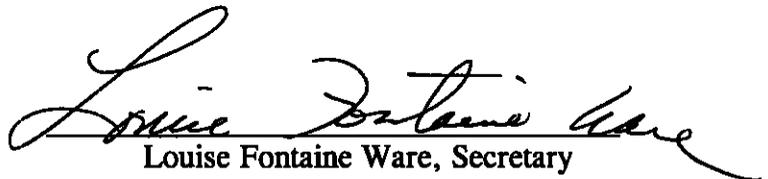
Conflict of Interest forms were completed by all members present.

Conflict of Interest
Forms

There being no further business, the meeting was adjourned at 10:19 a.m. Adjourn



Robert T. Hasler, Jr., President



Louise Fontaine Ware, Secretary

**STATE AND LOCAL GOVERNMENT
CONFLICT OF INTEREST ACT**

**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

1. Name: William M. Martin, III
2. Title: Member
3. Agency: Board for Branch Pilots
4. Transaction: Board Meeting on November 1, 2005
5. Nature of Personal Interest Affected by Transaction: None
-

6. I declare that:

(a) I am a member of the following business, profession, occupation or group, the members of which are affected by the transaction:

(b) I am able to participate in this transaction fairly, objectively, and in the public interest.

William M. Martin, III
Signature

November 1, 2005
Date

**STATE AND LOCAL GOVERNMENT
CONFLICT OF INTEREST ACT**

**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

1. Name: Robert T. Hasler, Jr.
2. Title: Member
3. Agency: Board for Branch Pilots
4. Transaction: Board Meeting on November 1, 2005
5. Nature of Personal Interest Affected by Transaction: _____

6. I declare that:

(a) I am a member of the following business, profession, occupation or group, the members of which are affected by the transaction:

(b) I am able to participate in this transaction fairly, objectively, and in the public interest.


Signature

Nov. 1, 2005
Date

**STATE AND LOCAL GOVERNMENT
CONFLICT OF INTEREST ACT**

**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

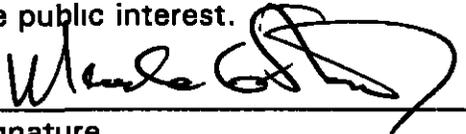
1. Name: Meade G. Stone, Jr.
2. Title: Member
3. Agency: Board for Branch Pilots
4. Transaction: Board Meeting on November 1, 2005
5. Nature of Personal Interest Affected by Transaction: NONE
-

6. I declare that:

(a) I am a member of the following business, profession, occupation or group, the members of which are affected by the transaction:

NONE

(b) I am able to participate in this transaction fairly, objectively, and in the public interest.


Signature

11-1-05
Date

**STATE AND LOCAL GOVERNMENT
CONFLICT OF INTEREST ACT**

**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

1. Name: Edgar A. Massenburg
2. Title: Member
3. Agency: Board for Branch Pilots
4. Transaction: Board Meeting on November 1, 2005
5. Nature of Personal Interest Affected by Transaction: none
-

6. I declare that:

(a) I am a member of the following business, profession, occupation or group, the members of which are affected by the transaction:

none

(b) I am able to participate in this transaction fairly, objectively, and in the public interest.

Edgar Massenburg
Signature

11/1/05
Date

**STATE AND LOCAL GOVERNMENT
CONFLICT OF INTEREST ACT**

**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

1. Name: Bruce R. Cherry
2. Title: Member
3. Agency: Board for Branch Pilots
4. Transaction: Board Meeting on November 1, 2005
5. Nature of Personal Interest Affected by Transaction: NONE

6. I declare that:

(a) I am a member of the following business, profession, occupation or group, the members of which are affected by the transaction:

NONE

(b) I am able to participate in this transaction fairly, objectively, and in the public interest.

Bruce R. Cherry
Signature

11-1-05
Date

**STATE AND LOCAL GOVERNMENT
CONFLICT OF INTEREST ACT**

**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

1. Name: W. Hugh McCrory, Jr.
2. Title: Member
3. Agency: Board for Branch Pilots
4. Transaction: Board Meeting on November 1, 2005
5. Nature of Personal Interest Affected by Transaction: _____

6. I declare that:

(a) I am a member of the following business, profession, occupation or group, the members of which are affected by the transaction:

VIRGINIA PILOT ASSOCIATION

(b) I am able to participate in this transaction fairly, objectively, and in the public interest.

W. Hugh McCrory, Jr.
Signature

11/1/05
Date

**STATE AND LOCAL GOVERNMENT
CONFLICT OF INTEREST ACT**

**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

1. Name: Robert H. Callis, III
2. Title: Member
3. Agency: Board for Branch Pilots
4. Transaction: Board Meeting on November 1, 2005
5. Nature of Personal Interest Affected by Transaction: _____

N/A

6. I declare that:

(a) I am a member of the following business, profession, occupation or group, the members of which are affected by the transaction:

N/A

(b) I am able to participate in this transaction fairly, objectively, and in the public interest.

Robert H. Callis, III

Signature

Nov. 1st, 2005

Date

**STATE AND LOCAL GOVERNMENT
CONFLICT OF INTEREST ACT**

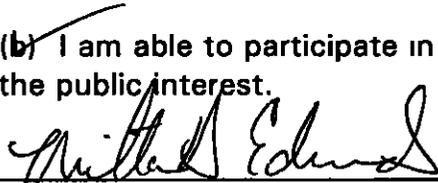
**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

1. Name: Milton B. Edmunds
2. Title: Member
3. Agency: Board for Branch Pilots
4. Transaction: Board Meeting on November 1, 2005
5. Nature of Personal Interest Affected by Transaction: _____

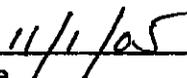
6. I declare that:

(a) I am a member of the following business, profession, occupation or group, the members of which are affected by the transaction:

(b) I am able to participate in this transaction fairly, objectively, and in the public interest.



Signature



Date

**STATE AND LOCAL GOVERNMENT
CONFLICT OF INTEREST ACT**

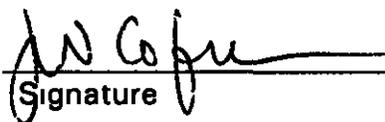
**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

1. Name: J. William Cofer
2. Title: Member
3. Agency: Board for Branch Pilots
4. Transaction: Board Meeting on November 1, 2005
5. Nature of Personal Interest Affected by Transaction: _____

6. I declare that:

(a) I am a member of the following business, profession, occupation or group, the members of which are affected by the transaction:

(b) I am able to participate in this transaction fairly, objectively, and in the public interest.


Signature

11/1/05
Date