

BOARD FOR BRANCH PILOTS MEETING

MINUTES

The Virginia Board for Branch Pilots met on Friday, July 27, 2007, at the Virginia Port Authority, 600 World Trade Center, Norfolk, Virginia, with the following members present:

Captain Robert H. Callis, III
Bruce R. Cherry
Captain J. William Cofer
Captain Milton B. Edmunds
Thomas P. Host, III
William M. Martin, III
Douglas E. Miller
Captain W. Hugh McCrory, Jr.
Meade G. Stone, Jr.

Staff present for the meeting was:

Jay W. DeBoer, Director
Karen W. O'Neal, Deputy Director of Licensing and Regulation
Mark N. Courtney, Executive Director
Marian H. Brooks, Program Administrator
Michelle Gowen, Administrative Assistant

Cynthia Norwood, Assistant Attorney General, was present at the meeting.

Finding a quorum of the Board present, Mr. Cherry, President, called the meeting to order at 9:34 a.m.

Call to Order

Captain McCrory moved to approve the agenda as amended. Mr. Martin seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Host, Martin, Miller, McCrory, and Stone.

Approval of Agenda

Captain McCrory welcomed Mr. Host and informed the Board members that Mr. Host had been appointed by the Norfolk Circuit Court to succeed Mr. Hasler.

Welcome Mr. Host

Mr. Martin moved to approve the minutes from the May 2, 2007, Board meeting as amended. Mr. Miller seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Host, Martin, Miller, McCrory, and Stone.

Approval of Minutes

Mr. Stone welcomed Mr. Hasler and remarked on his long and distinguished service to the Board. Mr. Stone then presented the resolution to Mr. Hasler

Presentation of Resolution

and thanked him for his service.

Captain Callis provided the Board with a report of the examinations conducted by the Examination Administrators on July 26, 2007. The following report was made:

**Examination
Administrators
Report**

Torrence A. Rogers

Captain Rogers answered oral questions related to the raise in grade. The subjects included tide sailings, naval terminology and chain of command, safe anchorages in Sewell's Point and Lynnhaven, overtaking situations, vessel squat, tide sailings and safe vessel speed. Captain Rogers was a recipient of the G. Alvin Massenburg scholarship and received a BS from Virginia Military Institute in 1998. He was a Surface Warfare Officer in the United States Navy and is presently in the Navy Reserve. Captain Rogers is a Merchant Marine officer: Master Inland Waters; First Class Pilot Endorsement; and holds an ARPA radar certificate. Captain Rogers completed further training at the Warsash Maritime Institute of Southampton Solent University in Southampton England. During his tenure as an apprentice and as a limited Branch Pilot, Captain Rogers has been in 2,071 ships. Captain Rogers stood a good examination and was found to be qualified. Captain Callis moved that Captain Rogers be raised from the Hotel classification (60,000 gross tons and 42 feet maximum draft) to an unlimited branch pilot license. Mr. Martin seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Host, Martin, Miller, McCrory, and Stone.

Clarence M. Young

Captain Young answered oral questions related to the raise in grade. The subjects included tide sailings, naval terminology and chain of command, safe anchorages in Sewell's Point and Lynnhaven, overtaking situations, vessel squat, tide sailings and safe vessel speed. Captain Young was a recipient of the Boston Marine Society Scholarship. He graduated with a BS from Maine Maritime Academy in 1999, majoring in Nautical Science with a minor in Marine Engineering Operations. He graduated Summa Cum Laude, and received the Commandant's Citation and Meritorious Service Awards. In 2001, he earned his Masters in Port Management from the Loeb-Sullivan School of International Business and Logistics, Maine Maritime Academy. Captain Young is a Merchant Marine officer: Master Inland Waters; First Class Pilot Endorsement; and holds an ARPA radar certificate. Captain Young completed further training at the Warsash Maritime Institute of Southampton Solent University in Southampton England. During his tenure as an apprentice and as a limited Branch Pilot, Captain Young has been in 2,128 ships. Captain Young stood a good examination and was found to be qualified. Captain Callis moved that

Captain Young be raised from the Hotel classification (60,000 gross tons and 42 feet maximum draft) to an unlimited branch pilot license. Mr. Martin seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Host, Martin, Miller, McCrory, and Stone.

On behalf of the Board, Mr. Cherry congratulated Captains Rogers and Young on their achievement and wished them well as Branch Pilots.

Michael S. Eubanks

Captain Eubanks answered oral questions related to the extension of route upon the York River. The subject included courses and distances from Cape Henry to Cheatham Annex, local traffic, high water arrival times, under keel clearance, bridge restrictions, safe anchoring positions, aids to navigation, and safe vessel speed. Captain Eubanks stood a good examination and was found to be qualified. Captain Callis moved that Captain Eubanks be granted an extension of route from Cape Henry to Pages Rock, upon the York River. Mr. Martin seconded the motion which was approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Host, Martin, Miller, McCrory, and Stone.

Jacob R. Johnson

Captain Johnson answered oral questions related to the raise in grade. The subjects included safe anchorages in Sewell's Point and Lynn Haven, anchoring deep draft vessels in a following current, overtaking and meeting situations, and safe vessel speed. Captain Johnson stood a good examination and was found to be qualified. Captain Callis moved that Captain Johnson be raised from the Echo classification (475 ship units and 33 feet maximum draft) to the Foxtrot classification (40,000 gross tons and 38 feet maximum draft). Mr. Martin seconded the motion which was approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Host, Martin, Miller, McCrory, and Stone.

Joseph R. McKnew

Captain McKnew answered oral questions related to the raise in grade. The subjects included safe anchorages in Sewell's Point and Lynnhaven, anchoring deep draft vessels in a following current, overtaking and meeting situations, and safe vessel speed. Captain McKnew stood a good examination and was found to be qualified. Captain Callis moved that Captain McKnew be raised from the Charlie classification (325 ship units and 29 feet maximum draft) to the Delta classification (32,000 gross tons and 32 feet maximum draft). Mr. Martin seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer,

Edmunds, Host, Martin, Miller, McCrory, and Stone.

Mr. Host recused himself from the meeting and left the room.

**Recusal of Mr.
Host**

The Board reviewed a letter from Captain John B. Beasley, Jr., dated April 30, 2007, regarding an incident involving the M/V MARLIN.

**Captain John B.
Beasley, Jr., M/V
MARLIN**

On April 24, 2007, at 1205 Captain Beasley boarded the M/V MARLIN at the Cape Henry Pilot Station. The vessel has a length overall of 200.5 meters, a beam of 30.8 meters, and was fully loaded with coal at a draft of 11.55 meters (38 feet). The M/V MARLIN has a gross tonnage of 30,931 and maneuvering speeds ranging from dead slow 4.4 knots, to full ahead 9.4 knots. At the time of boarding, the current was one hour and thirteen minutes before the slack for flood at Cape Henry (13:18) and winds were calm.

The pilotage from Cape Henry to Buoy 36 Port Norfolk Reach was safe and uneventful. Tugboats and Docking Master were confirmed for 14:45 through Moran Towing for assistance from Hospital Point to the vessel's final destination at Giant Cement Terminal on the Southern Branch on the Elizabeth River. The orders were for the ship to dock starboard side to the pier, which meant that at some point between Hospital Point and the pier the ship would need to be turned around in order to back into the berth.

At 1500 hours two Moran tugs, the ELEANOR F. MORAN and the CAPE HATTERAS, met the ship and boarded Docking Master Mark Scanlon at approximately two tenths of a nautical mile west of Buoy 36 in Port Norfolk Reach. When the Docking Master arrived on the bridge of the ship, the vessel was already turning into the junction on the Eastern and Southern Branches of the Elizabeth River. The Docking Master and Captain Beasley performed an information exchange. The Docking Master was informed that the engine order was dead slow ahead, and that the speed of the vessel was approximately 5 knots, that there was a fair current, a southwest breeze on the stern of 10 to 15 knots and that the draft was 38 feet. The Docking Master was also advised that the rudder position was midship and the bow of the ship was swinging slowly to starboard. At this time, the Captain of the vessel relieved Captain Beasley of the con and turned the con over to the Docking Master for the remainder of the transit.

The Docking Master stopped the main engine of the vessel while he maneuvered the tug ELEANOR F. MORAN to the bow and the tug CAPE HATTERAS to the stern. Using astern propulsion of the ship's main engine and the tugboats' assistance, the Docking Master stopped the vessel and turned it around in the turning basin at the junction of the Eastern and Southern Branches of the Elizabeth River. The vessel then proceeded

up the Southern Branch stern first with the tug ELEANOR F. MORAN made fast on the bow in the bullnose and the tug CAPE HATTERAS made fast on the port quarter. The need to dock the vessel starboard side to the pier made it necessary to turn the vessel, and proceed astern upstream to the pier, which was both a reasonable and safe plan for maneuvering the ship. The Docking Master had directed this same stern-first maneuver up to the Giant pier on several occasions previously.

The Docking Master proceeded up the branch, stern first, slowly and cautiously starting and stopping the main engine on the ship for astern propulsion and utilizing the tugs to steer the vessel. The Docking Master was able to maintain the vessel very close to the centerline of the river at a speed of approximately 3 knots. As the ship approached the Beltline Bridge the current was slack, the wind was southwest at ten to fifteen knots, and the position of the ship in relation to the bridge looked good. As the distance between the bridge and ship began to close, the stern began to shear to the west. The Docking Master attempted to counter the shear by using the tug CAPE HATTERAS on the port quarter pushing full ahead. When the vessel did not respond, the rudder of the ship was put hard to port and forward propulsion of the ship's main engine was ordered. At 1555, the stern of the vessel on the portside contacted the fender system on the western side of the Beltline Bridge causing damage to the piling. After the contact, the Docking Master was able to get control of the vessel and proceed safely through the Jordan Bridge and to the berth. At the time of the incident the United States Coast Guard was notified on VHF channel 16 and by cell phone.

After discussion, Mr. Martin 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. Miller seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Martin, Miller, McCrory, and Stone. Mr. Host was not present during the discussion or vote.

Mr. Host returned to the meeting.

Captain McCrory moved to adopt the following meeting and examination dates for 2008:

- Thursday, January 31 – Examination Administrators
- Friday, February 1 – Board Meeting
- Thursday, May 1 – Examination Administrators
- Friday, May 2 – Board Meeting
- Thursday, July 31 – Examination Administrators
- Friday, August 1 – Board Meeting
- Thursday, October 30 – Examination Administrators
- Friday, October 31 – Board Meeting

Return of Mr. Host

Set 2008 Meeting Dates

Monday and Tuesday, December 8 and 9 – Renewals
Monday, December 15 – Board Meeting

Captain Callis seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Host, Martin, Miller, McCrory, and Stone.

Mr. Martin and Mr. Miller spoke to the Board of a letter written to Mr. Courtney and Mr. Cherry regarding the possible need for by-laws. As the other Board members were not aware of the letter, Mr. Cherry requested staff distribute the letter to all Board members and put this matter on the next Board meeting agenda.

Other Business

Mr. Courtney provided the Board with the address of the new location that the Department will be moving to on August 10th.

Mr. Cherry provided the Board with a letter received from the NTSB. After discussion, the Board concurred with the response prepared by Mr. Cherry, Captain Cofer, and Ms. Norwood.

Conflict of Interest forms were completed by all members present.

**Conflict of Interest
Forms**

There being no further business, the meeting was adjourned at 10:14 a.m.

Adjourn

Bruce R. Cherry, President

Jay W. DeBoer, Secretary