

BOARD FOR BRANCH PILOTS MEETING

MINUTES

The Virginia Board for Branch Pilots met on Friday, July 29, 2005, at the Virginia Port Authority, 600 World Trade Center, Norfolk, Virginia, with the following members present:

Bruce R. Cherry
Captain J. William Cofer
Captain Milton B. Edmunds
Robert T. Hasler, Jr.
William M. Martin, III (arrived at 9:36 a.m.)
Captain W. Hugh McCrory, Jr.

Board members Captain Robert H. Callis, III, Judge Edgar A. Massenburg, and Meade G. Stone were not present at the meeting.

Staff present for the meeting were:

Sandra Whitley Ryals, Chief Deputy Director
Mark N. Courtney, Executive Director
Nick A. Christner, Deputy Director, Compliance & Investigations Division

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 9:30 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: Cherry, Cofer, Edmunds, Hasler, and McCrory. Approval of Agenda

Captain Edmunds moved to approve the minutes from the May 2, 2005, Board meeting as amended. Captain McCrory seconded the motion which was unanimously approved by Messrs. and Captains: Cherry, Cofer, Edmunds, Hasler, and McCrory. Approval of Minutes

Captain Edmunds moved to approve the minutes from the June 14, 2005, Informal Fact-Finding Conference as written. Captain McCrory seconded the motion which was unanimously approved by Messrs. And Captains: Cherry, Cofer, Edmunds, Hasler, and McCrory.

Mr. Martin arrived at 9:36 a.m.

Arrival of William
H. Martin

Captain McCrory provided the Board with a report of the examinations conducted by the Examination Administrators on July 28 and 29, 2005. The following report was made:

Examination
Administrators
Report

Jacob R. Johnson

Mr. Johnson has successfully completed his first two years of the Virginia Pilots Association's training program. Mr. Johnson has taken and passed a comprehensive written examination for his initial license. Mr. Johnson answered several oral questions related to the initial license. These questions included the courses and distances from Cape Henry to Hospital Point and from Old Point Comfort to the James River Bridge, various distances between buoys and landmarks, the horizontal and vertical clearance of the bridges on the route of his limited branch license, lighthouse characteristics, anchoring procedures and proper anchoring location for different size and draft vessels, the pilot/master exchange, proper conduct of a pilot on a vessel, use of the DGPS portable piloting unit, and use of the PORTS web-site providing real-time height of tide information. Mr. Johnson was given a sketch of the NOAA chart 12245 that included only the outline of the land and was asked to draw in all the buoys on this chart in their exact location in fifteen minutes. Mr. Johnson stood a good examination and was found qualified. Captain McCrory moved that Mr. Johnson be granted a limited branch pilot license with an Alpha classification (125 ship units with a draft up to 25 feet and 200 ship units with a draft up to 23 feet). Mr. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Cherry, Cofer, Edmunds, Hasler, Martin, and McCrory.

Ms. Hasler presented Mr. Johnson with his license and congratulated Mr. Johnson on his accomplishment.

Regarding **File Number 2005-03124, Captain Clarence Young**, the Board members reviewed the record of the Informal Fact-Finding Conference, which consisted of the investigative file, transcript and exhibits, and the Summary of the Informal Fact-Finding Conference. After discussion, Mr. Cherry moved to accept the Summary of the Informal Fact-Finding Conference and find no violation of the Board's regulations by Captain Young.

File No. 2005-
03124, Clarence
Young

Captain Cofer seconded the motion which was unanimously approved by Messrs. and Captains: Cherry, Cofer, Hasler, and McCrory. As the

presiding Board members, Captain Edmunds and Mr. Martin were not present during the discussion or vote.

Captain McCrory continued his report to the Board of the examinations conducted by the Examination Administrators on July 28 and 29, 2005. The report continued as follows:

Examinations
Administrators
Report (Continued)

Michael S. Eubanks

Captain Eubanks answered oral questions related to the raise in grade. The subjects included inquiries concerning anchoring techniques in different locations for Foxtrot size vessels, use of DGPS portable piloting units, the PORTS real-time tide information web site, pilot/master exchange, and any situations on vessels Mr. Eubanks wished to share with the Examination Administrators. Captain Eubanks stood a good examination and was found to be qualified. Captain McCrory moved that Captain Eubanks be raised from the Echo classification (475 ship units and a maximum draft of 33 feet) to the Foxtrot classification (550 ship units and a maximum draft of 35 feet and 375 ship units with a draft up to 38 feet). Mr. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Cherry, Cofer, Edmunds, Hasler, Martin, and McCrory.

Chadwick M. Jamison

Captain Jamison answered oral questions related to the raise in grade. The subjects included inquiries concerning anchoring vessels with a draft of 42 feet in the deepwater anchorages on Hampton Bar, the handling characteristics of heavy laden ships, responsibility for vessel's wake (with emphasis placed on Willoughby Bank and Newport News Channel). Captain Jamison stood a good examination and was found to be qualified. Captain McCrory moved that Captain Jamison be raised from the Foxtrot classification (550 ship units with a draft up to 35 feet and 375 ship units with a draft up to 38 feet) to the Golf classification (625 ship units with a draft up to 38 feet and 450 ship units with a draft up to 42 feet). Mr. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Cherry, Cofer, Edmunds, Hasler, Martin, and McCrory.

Torrence A. Rodgers

Captain Rodgers answered oral questions related to the raise in grade. The subjects included inquiries concerning anchoring ships with a 31 foot draft in Lynnhaven and Hampton Roads, the maximum draft for vessels using the northeast sea lane, the maximum speed on the southern branch of

the Elizabeth River, the relationship between the pilot and the docking master, docking and undocking vessels at various piers, the relationship between the master of a vessel and the pilot in docking and undocking maneuvers, and use of the PORTS web-site. Captain Rodgers stood a good examination and was found to be qualified. Captain McCrory moved that Captain Rodgers be raised from the Charlie classification (325 ship units with a draft up to 31 feet) to the Delta classification (400 ship units with a draft up to 31 feet). Mr. Martin seconded the motion which was unanimously approved by Messrs. and Captains: Cherry, Cofer, Edmunds, Martin, and McCrory.

Clarence M. Young

Captain Young answered oral questions related to the raise in grade. The subjects included inquiries concerning anchoring ships with a 31 foot draft in Lynnhaven and Hampton Roads, the maximum draft for vessels using the northeast sea lane, the maximum speed on the southern branch of the Elizabeth River, the relationship between the pilot and the docking master, docking and undocking vessels at various piers, the relationship between the master of a vessel and the pilot in docking and undocking maneuvers, and the use of the PORTS web-site. Captain Young stood a good examination and was found to be qualified. Captain McCrory moved that Captain Young be raised from the Charlie classification (325 ship units with a draft up to 31 feet) to the Delta classification (400 ship units with a draft up to 31 feet). Mr. Martin seconded the motion which was unanimously approved by Messrs. and Captains: Cherry, Cofer, Edmunds, Hasler, Martin, and McCrory.

Herbert R. Green

Captain Green has successfully completed five years in a training program approved by the Board for Branch Pilots and administered by the Virginia Pilot Association. Captain Green holds a limited branch pilot license in good standing. Captain Green has taken and passed a practical examination. The examination included a chart sketch of the sea lane approaches to Cape Henry. Captain Green possesses a valid unlimited Federal Inland Masters License with a First Class Pilot Endorsement. This Federal license includes a radar and ARPA endorsement. Captain Green answered oral questions related to the raise in grade. The subjects included inquiries regarding ships with 50 feet of draft, chain of command and pilot's duties on Navy ships, and responsibilities as an unlimited branch pilot and officer of the Commonwealth. Captain Green stood a good examination and was found to be qualified. Captain McCrory moved that Captain Green be raised from a limited branch pilot license to a

branch pilot license. Mr. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Cherry, Cofer, Edmunds, Hasler, Martin, and McCrory.

Frank M. Rabena

Captain Rabena answered several oral questions related to the extension of route on the James River from the James River Bridge to Richmond, Virginia. The subjects included inquiries concerning the courses and distances from Newport News Shipyard to Richmond, Virginia, a description of traffic on the James River, optimal places for ships to meet on the James River, bank cushion and suction, shallow water effect, horizontal and vertical clearances of the James River Bridge and the Benjamin Harrison Bridge, docking and undocking in Hopewell and Richmond, piloting tug and tows on the James River, and daylight and nighttime restrictions on the James River. Captain Rabena was asked the courses and distances from the Benjamin Harrison Bridge to the James River Bridge. Captain Rabena was also asked the distances between various landmarks on the James River. Captain Rabena has successfully obtained his federal First Class Pilot Endorsement for this extension of route. Captain Rabena stood a good examination and was found to be qualified. Captain McCrory moved that Captain Rabena be granted an extension of route to include the James River from the James River Bridge to Richmond, Virginia. Mr. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Cherry, Cofer, Edmunds, Hasler, Martin, and McCrory.

The Board reviewed a letter and accompanying chart from Captain T. A. Rogers, dated June 10, 2005, regarding an incident involving the M/V GYPSUM BARON. Mr. Hasler disclosed that his firm, Hasler and Company, is the agent for this vessel but that he could be fair and impartial in this matter.

Captain T. A.
Rogers, M/V
GYPSUM BARON

On June 9, 2005, Captain Rogers was ordered for 0700 on board the M/V GYPSUM BARON for an outbound transit from Gypsum Dock to Cape Henry. The M/V GYPSUM BARON is a bulk ship with length overall of 495 ft; a width of 73 ft 6 in; and a displacement of 23,580 long tons. The vessel had a draft of 22 ft 2 in. The vessel is fitted with an 8500 hp General Electric steam turbine with a right-handed variable pitch propeller and a 600 hp bow thruster.

Once on board the vessel, Captain Rogers had a master-pilot exchange with the Master and waited for the docking master and tug to arrive. The vessel was berthed port side to the Gypsum Dock on the lower reach of

the southern branch of the Elizabeth River. Winds were southeast at 10 knots, visibility was unrestricted, and it was two hours into flood current.

The docking master boarded the vessel at 0718 and asked the Master to make the tug JAMES MORAN fast on the starboard side, midships of the vessel. The JAMES MORAN is a tractor tug with 5000 hp. At 0720, the tug was made fast with a single headline from the tug to the midships chock of the vessel. The docking master had the conn, and ordered all lines from the dock to be taken in. At 0727, all lines were onboard the vessel. At 0730, the docking master ordered dead slow ahead and ordered the tug to back full. The tug began to back perpendicular to the ship's keel line. At 0731, the line between the vessel and tug, while under full tension, ripped the chock off the deck of the ship. The chock was pulled through the deck railing, damaging approximately 12 ft of the vessels railing, and landed on the deck of the tug. There was no damage done to the tug and no personal injuries. The docking master ordered the vessel's engine stopped.

At 0732, the docking master ordered the engine dead slow astern. At 0733 the docking master ordered slow astern and then dead slow astern. At 0734, the docking master ordered the engine stopped. Due to the momentum generated from the tugboat's initial pulling action, the vessel moved parallel from the dock to the center of the channel without further tug assistance. At 0734, the docking master had the tug JAMES MORAN come alongside the starboard quarter of the vessel to push head on. The vessel began a turn starboard. At 0735, the docking master ordered slow ahead. At 0739, the vessel's turn starboard was completed and the vessel began to transit northbound toward Town Point Reach.

At 0740, the tug JAMES MORAN came alongside the starboard side of the ship just aft of midships. The crew lowered a heaving line to the tug to retrieve the vessel's chock. At 0748, the chock was heaved on board the vessel. At 0755, in the vicinity of Town Point Reach, the docking master departed. The vessel continued outbound to Cape Henry without further incident.

After discussion, Mr. Cherry 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: Cherry, Cofer, Edmunds, Hasler, Martin, and McCrory.

Captain McCrory moved to adopt the following meeting and examination dates for 2006:

**Set 2006 Meeting
and Examination
Dates**

Wednesday, February 1 - Examination Administrators
Thursday, February 2 - Board Meeting
Monday, May 1 - Examination Administrators
Monday, May 1 - Board Meeting
Thursday, July 27 - Examination Administrators
Friday, July 28 - Board Meeting
Wednesday, November 1 - Examination Administrators
Wednesday, November 1 - Board Meeting
Monday and Tuesday, December 4 and 5 - Renewals
Monday, December 11 - Board Meeting

Mr. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Cherry, Cofer, Edmunds, Hasler, Martin, and McCrory.

No other business was discussed by the Board.


Other Business

Conflict of Interest forms were completed by all members present.

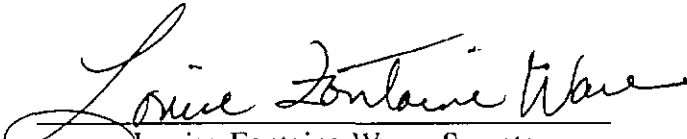
**Conflict of Interest
Forms**

There being no further business, the meeting was adjourned at 10:03 a.m.

Adjourn



Robert T. Hasler, Jr., President



Louise Fontaine Ware, Secretary