

**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. Mr. Host is the Vice President of T. Parker Host, Inc., a shipping firm, and has many years experience in the shipping industry. 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 and thanked him for his service.

**Presentation of Resolution**

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 on 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 on 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 Lynnhaven, 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 as the company he works for, T. Parker Host, Inc., was the agent for the ship involved in the incident letter from Captain John B. Beasley, Jr.

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.

**Return of Mr.  
Host**

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

**Set 2008 Meeting  
Dates**

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  
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**

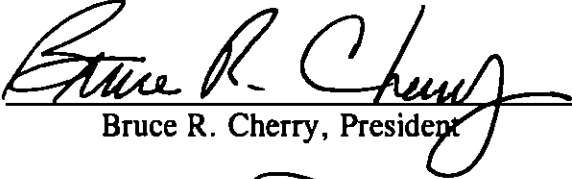
Mr. Courtney provided the Board with the address of the new location that the Department will be moving to on August 10<sup>th</sup>.

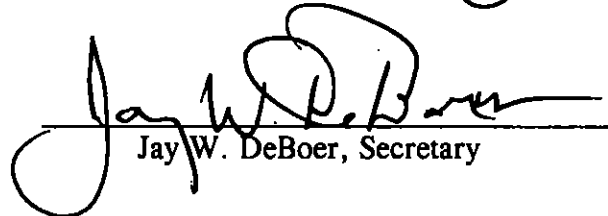
Mr. Cherry provided the Board with a letter received from the National Transportation Safety Board regarding their safety recommendation for bridge resource management training. Mr. Cherry also provided the Board with a draft response stating that Virginia pilots have been receiving this training since 1994. 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

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

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

1. Name: Milton B. Edmunds  
2. Title: Board Member  
3. Agency: Board for Branch Pilots  
4. Meeting/IFF Date: Board Meeting July 27, 2007

5. I have a personal interest in the following transaction:

\_\_\_\_\_  
\_\_\_\_\_

Nature of Personal Interest Affected by Transaction:

\_\_\_\_\_  
\_\_\_\_\_

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


\_\_\_\_\_

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

or

I did not participate in the transaction.

6.  I do not have a personal interest in any transactions taken at this  
meeting.

  
\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date 7/27/07



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

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

1. Name: J. William Cofer  
2. Title: Board Member  
3. Agency: Board for Branch Pilots  
4. Meeting/IFF Date: Board Meeting July 27, 2007

5. I have a personal interest in the following transaction:

\_\_\_\_\_  
\_\_\_\_\_

Nature of Personal Interest Affected by Transaction:

\_\_\_\_\_  
\_\_\_\_\_

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

\_\_\_\_\_

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

or

I did not participate in the transaction.

6.  I do not have a personal interest in any transactions taken at this  
meeting.

J. William Cofer  
Signature

July 27<sup>th</sup>, 2007  
Date

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

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

1. Name: Douglas E. Miller  
2. Title: Board Member  
3. Agency: Board for Branch Pilots  
4. Meeting/IFF Date: Board Meeting July 27, 2007

5. I have a personal interest in the following transaction:

\_\_\_\_\_  
\_\_\_\_\_

Nature of Personal Interest Affected by Transaction:

\_\_\_\_\_  
\_\_\_\_\_

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

\_\_\_\_\_

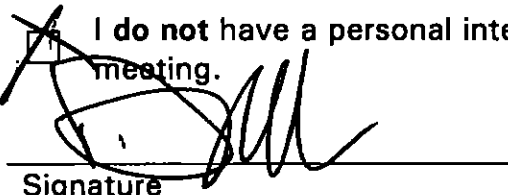
I am able to participate in this transaction fairly, objectively, and in the public interest.

or

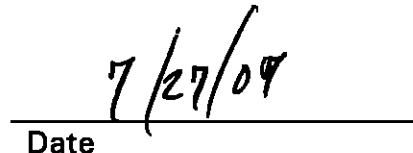
I did not participate in the transaction.

6.  I do not have a personal interest in any transactions taken at this meeting.

Signature



Date



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

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

1. Name: William M. Martin, III  
2. Title: Board Member  
3. Agency: Board for Branch Pilots  
4. Meeting/IFF Date: Board Meeting July 27, 2007

5. I have a personal interest in the following transaction:

\_\_\_\_\_  
NONE  
\_\_\_\_\_

Nature of Personal Interest Affected by Transaction:

\_\_\_\_\_  
\_\_\_\_\_

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

\_\_\_\_\_

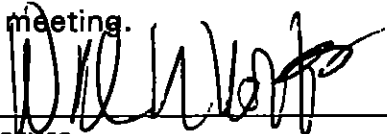
I am able to participate in this transaction fairly, objectively, and in the public interest.

or

I did not participate in the transaction.

6.  I do not have a personal interest in any transactions taken at this meeting.

Signature



Date

7/27/07

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

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

1. Name: Bruce R. Cherry
2. Title: Board Member
3. Agency: Board for Branch Pilots
4. Meeting/IFF Date: Board Meeting July 27, 2007

5. I have a personal interest in the following transaction:

NONE

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Nature of Personal Interest Affected by Transaction:

NONE

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

NONE

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

or

I did not participate in the transaction.

6.  I do not have a personal interest in any transactions taken at this meeting.

Bruce R. Cherry  
Signature

7/27/07  
Date

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

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

1. Name: Meade G. Stone, Jr.  
2. Title: Board Member  
3. Agency: Board for Branch Pilots  
4. Meeting/IFF Date: Board Meeting July 27, 2007  
5. I have a personal interest in the following transaction:

NONE

Nature of Personal Interest Affected by Transaction:

NONE

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

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

or

I did not participate in the transaction.

6.  I do not have a personal interest in any transactions taken at this meeting.

Signature

Date

7-27-2007

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

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

1. Name: W. Hugh McCrory, Jr.  
2. Title: Board Member  
3. Agency: Board for Branch Pilots  
4. Meeting/IFF Date: Board Meeting July 27, 2007

5. I have a personal interest in the following transaction:

\_\_\_\_\_  
\_\_\_\_\_

Nature of Personal Interest Affected by Transaction:

\_\_\_\_\_  
\_\_\_\_\_

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

VA. PILOT ASSOC.  
\_\_\_\_\_

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

or

I did not participate in the transaction.

6.  I do not have a personal interest in any transactions taken at this  
meeting.

W. Hugh McCrory, Jr.  
Signature

7/27/07  
Date

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

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

1. Name: Thomas P. Host, III
2. Title: Board Member
3. Agency: Board for Branch Pilots
4. Meeting/IFF Date: Board Meeting July 27, 2007

5. I have a personal interest in the following transaction:

NO I MY COMPANY WAS OPEN FOR MAINT

Nature of Personal Interest Affected by Transaction:

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

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

or

I did not participate in the transaction.

6.  I do not have a personal interest in any transactions taken at this meeting.

  
Signature

7-27-07  
Date

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

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

1. Name: Robert H. Callis, III  
2. Title: Board Member  
3. Agency: Board for Branch Pilots  
4. Meeting/IFF Date: Board Meeting July 27, 2007

5. I have a personal interest in the following transaction:

yes

Nature of Personal Interest Affected by Transaction:

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

Virginia Pilot Assn.

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

or

I did not participate in the transaction.

6.  I do not have a personal interest in any transactions taken at this  
meeting.

Robert H. Callis, III  
Signature

July 27, 2007  
Date