

BOARD FOR BRANCH PILOTS MEETING

MINUTES

The Virginia Board for Branch Pilots met on Monday, November 4, 2002, 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
Robert T. Hasler, Jr.
Judge Edgar A. Massenburg
Meade G. Stone, Jr.

Milton B. Edmunds, W. Hugh McCrory, Jr., and P. Warren Spratley, Jr., were not present at the meeting.

Staff present for the meeting were:

Mark N. Courtney, Assistant Director
Marian H. Brooks, Regulatory Board Administrator

Richard B. Zorn, Senior Assistant Attorney General, was present at the meeting.

Finding a quorum of the Board present, Mr. Hasler, President, called the meeting to order at 9:31 a.m. Call to Order

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

Judge Massenburg moved to approve the minutes from the August 1, 2002, Board meeting as amended. Mr. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Hasler, Massenburg, and Stone. Approval of Minutes

Captain Callis provided the Board with a report of the examination conducted by the Examination Administrators on November 4, 2002. The following report was made: Examination Administrators Report

Herbert R. Green

Captain Green answered several oral questions related to the raise in grade. The subjects included various courses and distances along the pilotage route, proper vessel speed, safe anchoring positions, docking and undocking situations, proper VHF radio usage and master/pilot exchange of information. Captain Green stood a good examination and was found to be qualified. Captain Callis moved that Captain Green be granted a raise in grade from an Alpha classification (200 ship units and a maximum draft of 23 feet or 125 ship units and a maximum draft of 25 feet) to a Bravo classification (300 ship units and a maximum draft of 25 feet or 225 ship units and a maximum draft of 27 feet). Judge Massenburg seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Hasler, Massenburg, and Stone.

The Board reviewed a letter from Captain Thomas D. Rutter dated August 16, 2002, regarding an incident involving the TCG GOKOVO.

Captain Thomas
D. Rutter – TCG
GOKOVO

On Sunday, August 11, 2002, Captain Rutter was ordered to the Turkish Frigate TCG GOKOVO, which is the ex-FFG Samuel E. Morrison. The vessel was sailing from Norfolk Naval Shipyard to the Yorktown Naval Weapons Station.

The docking master was Jerry Edwards. The vessel was moored at a bulkhead berth just north off of the hammerhead crane. There was a derrick barge moored astern of the vessel. The vessel got underway just before 10:00 a.m. After taking in lines, the seamules (small pusher tugs) pulled the vessel off the berth. The docking master gave the command for dead slow, then slow ahead. There was no response from the engine. The docking master ordered the seamules to pull the vessel ahead as the vessel was closing in on the derrick barge. After a short time, the Executive Officer said there was a problem. Shortly thereafter, the engine responded. The engine was in engine room control, all commands were relayed by voice and by telegraph.

Once the vessel was mid-channel, Captain Rutter took over from Captain Edwards, the docking master. There was no indication at this time that there was any problem. The vessel proceeded towards Yorktown.

Captain Edwards returned to dock the vessel at the Yorktown Naval Weapons Station. On boarding, the docking master stated that there was a hole in the stern of the vessel. This was caused by a large pad eye on the bow of the derrick barge. The hole was 10 feet above the waterline and was about 3 inches by 10 inches. This was the first time that Captain Rutter was aware that the vessel had made contact with the derrick barge

and damage had been done. Captain Rutter indicated that he understood that there was no damage to the derrick barge.

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. Stone seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Hasler, Massenburg, and Stone.

The Board reviewed a letter, along with a diagram, from Captain Charles I. Boggs, Jr., dated October 29, 2002, regarding an incident involving the SANTA ELENA.

Captain Charles I.
Boggs, Jr. –
SANTA ELENA

At 1800 on October 26, 2002, Captain Boggs was ordered to a 2000 sailing on the SANTA ELENA from Norfolk International Terminal Container Berth 3 to sea. Captain Boggs was on the bridge at 1940, reviewed the particulars and notified Joint Harbor Operations Center of the intent to sail at 2000. Captain Boggs reread the particulars (LOA 246.51m; Beam 32.20m; Depth 18.8m; Draft 9.6m) and noted that the vessel had a controllable pitch propeller. Captain Boggs exchanged information with the docking master and shipmaster.

At 2000, Captain Boggs gave a security call on VHF channel 13 and the vessel began to let go its lines. The current was ebbing at a predicted strength of about one-half knot. Maximum ebb was 1900 at Sewells Point Jetty. The winds were light, less than 10 knots out of the north-northwest. After the tugs pulled off the pier and the vessel was beginning its turn out of NIT at red nun buoy "6," Captain Boggs relieved the docking master of the conn. At 2015, Captain Boggs notified the dispatcher that the vessel was underway.

As Captain Boggs made the turn out of NIT at buoy "13," Captain Boggs increased from dead slow ahead to slow ahead. The vessel was handling fine and steadied on a course of 000 degrees true; the speed was 4.5 knots. After 2 to 3 minutes Captain Boggs ordered half ahead and a new course of 004 degrees true. Captain Boggs was standing amidships with the binoculars checking for traffic and any small boats. As the vessel was approaching the north end of the north berth of NIT, Captain Boggs checked the GPS input to the radar and it indicated the vessel had come up to 10.5 knots. Captain Boggs ordered slow ahead; the momentum of the vessel caused the speed to increase to 11 knots. When the vessel was abeam of the Lehigh cement pier, an alarm went off on the console. The master picked up the telephone. The pitch controller read 0 as well as the

engine tachometer. Captain Boggs asked the master if the vessel had lost the engine, and the master responded affirmatively. Captain Boggs ordered rudder amidships. The vessel stayed its course of 004 degrees true for at least a couple of vessel lengths.

As the vessel approached NOB pier 1, she began to shear to the west towards shoal waters. Captain Boggs ordered 20 degrees starboard to try to bring her back. The vessel slowly stopped her swing to port and checked. Captain Boggs kept 20 degrees starboard rudder to bring the vessel back to a heading to stay in the channel. Captain Boggs asked the master to ready the anchor, and the master said that the vessel was still doing 7 knots and he was concerned about damage to the ground tackle. Captain Boggs told him that the anchor would be dredged and to pay out additional chain if necessary. After the vessel began to swing gradually to the starboard, Captain Boggs ordered the rudder amidships and then gave an order of hard to port. Then Captain Boggs asked for the bow thruster. The bow thruster had been turned off and the master said it would take a couple of minutes to come back on line. Captain Boggs called Norfolk Port Control on VHF channel 14 and said that the vessel had lost its engine and was heading in the direction of piers 5 and 6. Captain Boggs requested that Port Control notify the ships berthed in the area.

When the vessel's speed was down to 5 knots, Captain Boggs recommended to the master that the vessel's anchor be dropped. The master insisted that the vessel would get the engine back. Captain Boggs asked one more time to drop the anchor, and was again denied. With the forward lookout giving distances, the vessel got the thruster back when the vessel was 100m from the ship berthed on the south side of pier 6. Captain Boggs asked the captain to thrust the bow to starboard to increase the distance from the moored ship. The engine started at 80m, and Captain Boggs ordered full astern. The SANTA ELENA stopped her headway about 40m from the moored vessel. Captain Boggs advised Norfolk Port Control that the engines were regained and the vessel was starting to back out. Backing out on a full astern bell, Captain Boggs was notified by the police patrol boats that the vessel's bow was dragging the floating buoy line. Captain Boggs asked the police patrol to advise as to when the vessel was backed clear of it. Captain Boggs ordered zero pitch and allowed the patrol boat to clear the buoy line.

Once the vessel had regained its position outbound in the channel, Captain Boggs notified the Marine Safety Office of the United States Coast Guard by telephone of the engine casualty. At the direction of the U.S. Coast Guard, the vessel anchored in F-1 anchorage at 2130. Captain Boggs

departed the vessel at 2200.

As Captain Boggs was not responsible for the incident and took the appropriate action given the circumstances, 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. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Hasler, Massenburg, and Stone.

Mr. Zorn indicated that due to budget cuts within the Office of the Attorney General, no travel is permitted unless the state agency for which legal services are being provided pays the travel costs. Mr. Zorn indicated that the cost for him to attend the Board for Branch Pilot meetings is approximately \$200 per trip, which is less than \$1000 per year. Judge Massenburg moved that Counsel continue to attend meetings and that the meetings continue to convene at times established by the Board, currently 9:30 a.m., and that Mr. Zorn be reimbursed for all his expenses to attend all meetings of the Board. Captain Cofer seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Hasler, Massenburg, and Stone.

**Attendance of
Counsel at
Meetings**

Judge Massenburg moved to adopt the following meeting and examination dates for 2003:

**Set 2003 Meeting
and Examination
Dates**

Tuesday, February 4 - Examination Administrators
Wednesday, February 5 - Board Meeting
Monday, May 5 - Examination Administrators
Monday, May 5 - Board Meeting
Thursday, July 31 - Examination Administrators
Friday, August 1 - Board Meeting
Monday, November 3 - Examination Administrators
Monday, November 3 - 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, Hasler, Massenburg, and Stone.

As the Board's legislative proposal regarding chemical testing was not included in the Department's legislative package, Judge Massenburg informed the Board that he had contacted his delegate regarding submitting the draft legislation. By consensus, the Board members agreed to Judge

Other Business

Massenburg pursuing this course of action.

Members of the Marine Safety Office of the United States Coast Guard were present at the meeting and indicated that they would attend the Board meetings periodically for informational purposes.

Conflict of Interest forms were completed by all members present.

Conflict of Interest
Forms

There being no further business, the meeting was adjourned at 10:20 a.m.

Adjourn



Robert T. Hasler, Jr., President



Louise Fontaine Ware, Secretary

COPY TESTE:

Custodian of Records