

BOARD FOR BRANCH PILOTS MEETING

MINUTES

The Virginia Board for Branch Pilots met on Monday, November 1, 2004, at the Radisson Hotel Hampton, 700 Settlers Landing Road, Hampton, Virginia, with the following members present:

Captain Robert H. Callis, III
Bruce R. Cherry
Captain J. William Cofer
Captain Milton B. Edmunds
Robert T. Hasler
Judge Edgar A. Massenburg
Captain W. Hugh McCrory, Jr.
P. Warren Spratley, Jr. (arrived at 10:56 a.m.)
Meade G. Stone

Staff present for the meeting were:

Louise Fontaine Ware, Director
Mark N. Courtney, Executive Director
Trisha L. Henshaw, Administrative Assistant

William R. 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 10:06 a.m. Call to Order

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

Mr. Cherry moved to approve the minutes of the July 30, 2004, Board meeting as written. Captain Callis seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Hasler, Massenburg, McCrory, and Stone. Approval of Minutes

Captain Callis provided the Board with a report of the examinations conducted by the Examination Administrators on the morning of November 1, 2004. The following report was made: Examinations Administrators Report

Torrence A. Rogers

Captain Rogers answered oral questions related to the raise in grade. The subjects included anchoring positions in Lynnhaven, Newport News, and Sewell's Point, small boat traffic, docking and undocking without towboat assistance, portable navigation units, automated identification system (AIS), bridge resource management, under keel clearance, and port security. Captain Rogers stood a good examination and was found to be qualified. Captain Callis moved that Captain Rogers be raised from the Alpha classification (200 ship units and a maximum draft of 23 feet or 125 ship units and a maximum draft of 25 feet) to the 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, Edmunds, Hasler, Massenburg, McCrory, and Stone.

Clarence M. Young

Captain Young answered oral questions related to the raise in grade. The subjects included anchoring positions in Lynnhaven, Newport News, and Sewell's Point, small boat traffic, docking and undocking without towboat assistance, portable navigation units, automated identification system (AIS), bridge resource management, under keel clearance, and port security. Captain Young stood a good examination and was found to be qualified. Captain Callis moved that Captain Young be raised from the Alpha classification (200 ship units and a maximum draft of 23 feet or 125 ship units and a maximum draft of 25 feet) to the Bravo classification (300 ship units and a maximum draft of 25 feet or 225 ship units and a maximum draft of 27 feet). Mr. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Hasler, Massenburg, McCrory, and Stone.

The Board reviewed a letter and accompanying chart from Captain Dale A. Meyer, Jr., dated September 9, 2004, regarding an incident involving the M/V EVER GROWTH.

**Captain Dale A.
Meyer, Jr., M/V
EVER GROWTH**

On September 5, 2004, Captain Meyer was ordered to the M/V EVER GROWTH to sail from CB 4 Norfolk International Terminals (NIT) to sea for 2300 on-board. The M/V EVER GROWTH is a containership with a length of 964 feet and a width of 105 feet. The forward draft was 31 feet and the after draft was 33 feet, 6 inches. The current was at the beginning

of flood and the wind was easterly at 20 knots. Captain Allen Downs was the dockmaster.

At 2300 Captain Downs proceeded to make the tugs fast on the port quarter and port bow as the vessel was starboard side to the pier. Captain Meyer gave a security call as they started dropping lines. The ship came off the pier quickly assisted by the wind. It was necessary to get to the outer edge of the channel leaving NIT due to the construction work at berth 3. The vessel proceeded outbound past buoy 8 making about 3 knots. Captain Downs moved the forward tug from the port bow to the starboard bow to assist in making the left hand turn out of the terminal. As the tug was getting into position, the vessel was set down closer to the left side of the bank near buoy 6. At about 2325, the vessel's speed slowed to fewer than 0.5 knots. Captain Meyer indicated that no vibrations were felt and the depth sounder reported no less than 1.8 meters under the keel. There was, however, a slight list to starboard and the vessel's headway appeared to be stopped which indicated that the vessel may have been resting on the bank. It was necessary to get the forward tug back on the port bow.

Once the forward tug was in place on the port bow, Captain Downs had the tug come ahead full and ordered the bow thruster full to starboard. After a few minutes, the bow slowly came to starboard and the rudder was put hard to port and the engine half ahead. The vessel started picking up headway, and the vessel made the turn around buoy 6 and proceeded out into Norfolk Harbor Reach. At about 2350, Captain Meyer relieved Captain Downs of the conn.

At the direction of Marine Safety Office Hampton Roads, Captain Meyer took the vessel to anchor in Lynnhaven Anchorage for a survey. At about 0200 on September 6, 2004, Captain Meyer notified the Joint Harbor Operations Center (JHOC) tower that the vessel had anchored. Although Captain Meyer was told by the Coast Guard Marine Safety Office that he did not have to complete a federal drug screen, Captain Meyer proceeded to Riverside Medical Center Emergency Room and submitted to a state drug screen per 18 VAC 45-20-40.10 of the Board's regulations. The results were negative.

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

The Board reviewed a letter and accompanying chart from Captain David B. Ware, dated September 24, 2004, regarding an incident involving the ATLANTIC CONVEYOR.

Captain David B.
Ware, ATLANTIC
CONVEYOR

On Sunday, September 19, 2004, at 0400, Captain Ware was ordered to pilot the container vessel ATLANTIC CONVEYOR from Cape Henry to Portsmouth Marine Terminal (PMT). The vessel was ordered to dock starboard side to the pier at berth C. The vessel's length is 957 feet, 6 inches, its beam is 106 feet, 2 inches, its moulded depth is 68 feet, 4 inches, and its deadweight tonnage is 44,988 tons. The vessel's deep draft was 31 feet, 6 inches.

Captain Ware boarded the vessel at 0400 at Cape Henry. The Captain of the vessel informed Captain Ware of the vessel's draft, maneuvering characteristics, and that the vessel had a 1900 horsepower thruster on both the bow and stern. Captain Ware presented the Captain of the vessel with a signed copy of the master-pilot information exchange card and then assumed the conn of the vessel.

The weather was clear with a sustained 30-35 knots north wind with occasional gusts between 40-50 knots. The captain of the vessel was concerned about the wind's effect on the docking maneuver and requested that McAllister Towing provide three tugs. At approximately 0605, Captain Ware piloted the vessel past Lamberts Point where the McAllister docking master, Captain Allen Downs, boarded the vessel from a McAllister tug. After Captain Ware turned the vessel into Port Norfolk Reach, Captain Downs assumed the conn of the vessel. Utilizing all three tugs, the ship's thrusters, and the ship's engine, Captain Downs backed the vessel into PMT channel. The configuration of the tugs was: A.J. MCALLISTER made fast in the centerlead forward, G.M. MCALLISTER pushing with no line on the starboard quarter, and EMILY MCALLISTER made fast to the port quarter. Each tug has a 5,000 horsepower engine.

At 0640 the ATLANTIC CONVEYOR was passing the container vessel CSAV ILHA BELA that was berthed port side alongside the pier at berth B PMT. The CSAV ILHA BELA is 557 feet long, 81 feet wide, and has a deadweight of 20,700 tons. The CSAV ILHA BELA had her ship's cranes extended into PMT channel perpendicular to her starboard side. The cranes extended approximately 100 feet from the ship's side into PMT channel.

As the ATLANTIC CONVEYOR's wheelhouse passed the CSAV ILHA

BELA's forward crane, it appeared as if the crane would be close but not touch the ATLANTIC CONVEYOR's starboard side. As the vessel continued to back towards the berth, it became evident that the ship was being pushed by the wind toward the crane. Captain Downs recognized this and had his tug on the starboard bow push ahead full power, ordered both bow and stern thrusters to push the vessel full speed to port, and ordered the ship's engine half speed with the ship's rudder at hard starboard. Regardless of the fact that Captain Downs used every means possible, he was unable to push the ATLANTIC CONVEYOR away from the CSAV ILHA BELA's forward crane. The ATLANTIC CONVEYOR drifted to where the CSAV ILHA BELA's forward crane hung approximately three feet over her starboard side. The crane's boom was high enough for the ATLANTIC CONVEYOR to pass under, but the crane's block and pelican hook were hanging down approximately 10 to 15 feet. The hook and block then came to rest on a topmost and outermost container on the ATLANTIC CONVEYOR's starboard side near the vessel's midships point. The hook then caught on the container, picked it up and dropped it off the ATLANTIC CONVEYOR'S starboard side and into the water. At this point Captain Downs pushed the ship away from the crane and backed safely to berth C. He then ordered the G.M. MCALLISTER to retrieve the container and pull it out of the way so that the vessel would be able to dock safely.

At 0700 the ATLANTIC CONVEYOR was docked safely at berth C. The container was tied to the dock at PMT safely out of the way. The captain of the ship then informed Captain Ware that the container was empty.

Captain Ware then called the Coast Guard Marine Safety Office and reported the incident.

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

Mr. Courtney notified the Board members that Mr. Spratley has submitted notice of his resignation from the Board. A replacement will be selected by the Hampton Circuit Court.

Other Business

Mr. Courtney introduced Ms. Henshaw as the administrative assistant to the Board.

Mr. Sievers provided training to the Board members on the Conflict of Interests Act.

Training on
Conflict of Interest
Act

Mr. Spratley arrived during the Conflict of Interests Act training at 10:56 a.m.

Mr. Spratley's
Arrival

Conflict of Interest forms were completed by all members present.

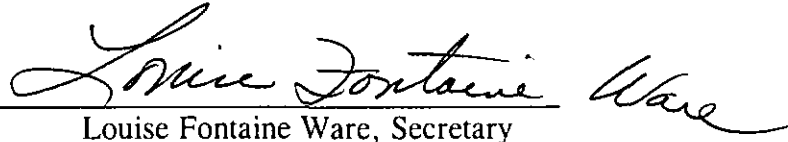
Conflict of Interest
Forms

There being no further business, the meeting was adjourned at 11:11 a.m.

Adjourn



Robert T. Hasler, Jr., President



Louise Fontaine Ware, Secretary