

**BOARD FOR BRANCH PILOTS MEETING
MINUTES**

The Virginia Board for Branch Pilots met on Wednesday, November 1, 2006, at the office of Virginia International Terminals, Inc., 601 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
Robert T. Hasler, Jr.
William M. Martin, III
Judge Edgar A. Massenburg
Captain W. Hugh McCrory, Jr.
Meade G. Stone, Jr.

Staff present for the meeting were:

Mark N. Courtney, Executive Director

Cynthia Norwood, 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: Callis, Cherry, Cofer, Edmunds, Hasler, Martin, Massenburg, McCrory, and Stone.

**Approval of
Agenda**

Mr. Martin moved to approve the minutes from the July 28, 2006, Board meeting as amended. Captain Callis seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Hasler, Martin, Massenburg, McCrory, and Stone.

**Approval of
Minutes**

Captain Callis provided the Board with a report of the examinations conducted by the Examination Administrators on November 1, 2006. The following report was made:

**Examination
Administrators
Report**

Joseph R. McKnew

Captain McKnew answered oral questions related to the raise in grade. The subjects included safe anchoring positions in Sewell's Point, Lynnhaven and Newport News, proper scope of chain in strong winds,

safe vessel speed, timely use of bridge to bridge radiotelephone, overtaking situations, small boat traffic, and proper use of the auxiliary channel. Mr. McKnew stood a good examination and was found qualified. Captain Callis moved that Captain McKnew be raised from the Alpha classification (200 ship units and 23 feet maximum draft or 125 ship units and 25 feet maximum draft) to the Bravo classification (300 ship units and 25 feet maximum draft or 225 ship units and 27 feet maximum draft). Mr. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Hasler, Martin, Massenburg, McCrory, and Stone.

The Board reviewed a letter from Captain Robert L. Prodan, II, dated October 6, 2006, regarding an incident involving the M/V Maersk Doha.

Robert L. Prodan,
II – M/V Maersk
Doha

Captain Prodan provided this timeline of the events leading up to the engine room fire aboard the M/V Maersk Doha the morning of October 2, 2006.

At 2200, Captain Prodan received an order to sail the M/V Maersk Doha at 0001 on 10/2/06. Captain Prodan arrived at the vessel at approximately 2340 and received the Pilot Card, notified JHOC, and at 2359 the docking pilot began the undocking evolution.

At approximately 0025 the docking pilot turned over the con to Captain Prodan and the vessel proceeded to Cape Henry. At approximately 0100 the ship's Captain informed Captain Prodan that the maximum revolutions the ship could turn would be "full maneuvering" (earlier the ship's Captain had informed Captain Prodan the vessel could turn for 19 knots once they cleared the harbor). Captain Prodan asked the ship's Captain if there was a problem and he replied "no" - one of the cylinders was not firing correctly and he would handle the "routine maintenance" off-shore.

At approximately 0135 Captain Prodan ordered and received full ahead (70 RPM). At approximately 0145, in the vicinity of Thimble Shoals Lighthouse, the ship's Captain informed Captain Prodan that they needed to reduce to 60 RPM. Captain Prodan asked the ship's Captain if they needed to proceed to anchor to make repairs. The ship's Captain said there was no problem and he would make the repairs off-shore.

At approximately 0219, in the vicinity of the CBBT, the ship's Captain informed Captain Prodan that they needed to reduce to 40 RPM. Captain Prodan asked the ship's Captain if they needed to anchor, and the ship's Captain said "no" - the temperatures in the engine room were a little high and they would be able to increase speed soon. Captain Prodan then told

the ship's Captain that they could anchor and Captain Prodan could remain onboard the vessel while repairs were made so that they would not be delayed when the repairs were complete. The ship's Captain informed Captain Prodan that the issue was not a big problem and they would not need to anchor.

At approximately 0220, east of the CBBT, the ship's Captain informed Captain Prodan that they needed to reduce to 20 RPM for a few minutes. Captain Prodan asked if they needed to go to anchor, the ship's Captain said "no." At approximately 0228 the ship's Captain increased speed to 40 RPM. At approximately 0234 the ship's Captain informed Captain Prodan that they needed to reduce to 20 RPM and that they needed to anchor immediately due to a fire in the engine room.

Captain Prodan maneuvered the vessel toward the anchorage. At 0239 the ship's Captain informed Captain Prodan that they needed to stop the engine and they stopped the engine. Captain Prodan maneuvered the vessel toward a safe anchorage with the assistance of the tug Quarter-Master. The ship's Captain alerted the crew and dealt with the response to the fire.

At approximately 0255 the vessel dropped the anchor in the northern portion of the LN-4 anchorage. At approximately the same time, the ship's Captain ordered the release of the CO2 in the engine room. Once the vessel was anchored and the CO2 was released, and the situation seemed to be under control, Captain Prodan asked the ship's Captain if he would like Captain Prodan to call the Coast Guard or would he be making the call. The ship's Captain said he would call. Captain Prodan then asked the ship's Captain if he would like Captain Prodan to contact his agent, the ship's Captain said he had a cell phone and he would call him. Captain Prodan then asked the ship's Captain if he required anything further, he said "no." Captain Prodan informed the ship's Captain that if he needed anything he could contact the Virginia Pilots on VHF 16 or VHF 11, at any time 24-hours a day.

The ship's Captain thanked Captain Prodan and Captain Prodan disembarked the vessel at approximately 0310.

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

Captain Cofer gave a brief report of the hearing held at the State Corporation Commission (SCC) in regards to the Virginia Pilot Association's application for a change in the calculation of, and raise in, pilotage fees. Captain Cofer informed the Board that the SCC approved the application and that fees will be based on gross tonnage from October 1, 2006, forward.

**Discussion of SCC
Decision on VA
Pilot Association's
Application for
Change in
Calculation of and
Raise in Pilotage
Fees**

The Board members discussed a proposed change in vessel size for the limited branch pilot license classifications. Mr. Cherry made a motion to change the standard of measurement from ship units to gross tonnage for the limited branch pilot classifications. Captain Callis seconded the motion. After discussion, Mr. Cherry and Captain Callis withdrew the motion and the second. Captain David Ware and Mark Coberly were present for this discussion in order to answer any questions.

**Discussion in
Proposed Change
in Vessel Size
Measurement for
Limited Branch
Pilot Classification**

Mr. Courtney informed the Board that while Mr. De Boer could not attend this meeting, he hoped that his calendar would permit him to attend the December meeting.

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 10:32 a.m.

Adjourn



Robert T. Hasler, Jr., President



Jay W. DeBoer, Secretary

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

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

1. Name: Meade G. Stone, Jr.
2. Title: Member
3. Agency: Board for Branch Pilots
4. Transaction: Board Meeting on November 1, 2006
5. Nature of Personal Interest Affected by Transaction: NONE

6. I declare that:

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

NONE

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

Meade G. Stone, Jr.
Signature

11-1-2006
Date

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

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

1. Name: William M. Martin, III
2. Title: Member
3. Agency: Board for Branch Pilots
4. Transaction: Board Meeting on November 1, 2006
5. Nature of Personal Interest Affected by Transaction: None
-

6. I declare that:

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

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

William M. Martin, III
Signature

NOVEMBER 1, 2006
Date

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

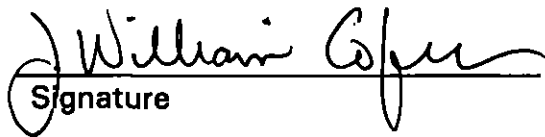
**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

- 1. Name: J. William Cofer
- 2. Title: Member
- 3. Agency: Board for Branch Pilots
- 4. Transaction: Board Meeting on November 1, 2006
- 5. Nature of Personal Interest Affected by Transaction: _____

6. I declare that:

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

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


Signature

11-1-06
Date

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

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

1. Name: Bruce R. Cherry
2. Title: Member
3. Agency: Board for Branch Pilots
4. Transaction: Board Meeting on November 1, 2006
5. Nature of Personal Interest Affected by Transaction: NONE
-

6. I declare that:

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

NONE

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

Bruce R. Cherry
Signature

Nov. 1, 2006
Date

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

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

- 1. Name: Robert H. Callis, III
- 2. Title: Member
- 3. Agency: Board for Branch Pilots
- 4. Transaction: Board Meeting on November 1, 2006
- 5. Nature of Personal Interest Affected by Transaction: _____

6. I declare that:

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

_____ yes _____

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

Robert H Callis
Signature

Nov. 1, 2006
Date

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


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

1. Name: Milton B. Edmunds
2. Title: Member
3. Agency: Board for Branch Pilots
4. Transaction: Board Meeting on November 1, 2006
5. Nature of Personal Interest Affected by Transaction: _____

6. I declare that:

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

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



Signature

Date 11/1/06

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

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

1. Name: W. Hugh McCrory, Jr.
2. Title: Member
3. Agency: Board for Branch Pilots
4. Transaction: Board Meeting on November 1, 2006
5. Nature of Personal Interest Affected by Transaction: _____

6. I declare that:

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

VIRGINIA PILOT ASSOCIATION

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

W. Hugh McCrory, Jr.
Signature

Nov. 1, 2006
Date

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

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

1. Name: Robert T. Hasler, Jr.
2. Title: Member
3. Agency: Board for Branch Pilots
4. Transaction: Board Meeting on November 1, 2006
5. Nature of Personal Interest Affected by Transaction: _____

6. I declare that:

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

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

Signature

Date



Nov. 1, 2006

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

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

1. Name: Edgar A. Massenburg
2. Title: Member
3. Agency: Board for Branch Pilots
4. Transaction: Board Meeting on November 1, 2006
5. Nature of Personal Interest Affected by Transaction: NONE
-

6. I declare that:

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

NONE

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


Signature

11/1/06
Date