

## BOARD FOR BRANCH PILOTS MEETING

### MINUTES

The Virginia Board for Branch Pilots met on Wednesday, February 2, 2005, 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  
William M. Martin, III  
Judge Edgar A. Massenburg  
Captain W. Hugh McCrory, Jr.  
Meade G. Stone

Robert T. Hasler, President, was not present at the meeting.

Staff present for the meeting were:

Karen W. O'Neal, Deputy Director  
Mark N. Courtney, Executive Director

William R. Sievers, Assistant Attorney General, was present at the meeting.

Finding a quorum of the Board present, Mr. Cherry, Vice-President, called the meeting to order at 9:39 a.m.

#### Call to Order

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

#### Approval of Agenda

Captain McCrory moved to approve the minutes from the December 13, 2004, Board meeting as amended. Captain Callis seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, 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 February 1, 2005. The following report was made:

#### Examinations Administrators Report

Gustave B. Schill

Captain Schill answered oral questions related to the extension of route. The subjects included courses and distances, local traffic, safe anchoring positions, underkeel clearance in York River Channel, and regulations and clearances of the Coleman Bridge. Captain Schill stood a good examination and was found to be qualified. Captain Callis moved that Captain Schill be granted an extension of route from Cape Henry to Pages Rock upon the York River. Captain McCrory seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Martin, Massenburg, McCrory, and Stone.

Michael S. Eubanks

Captain Eubanks answered oral questions related to the raise in grade. The subjects included safe anchoring positions in Lynnhaven, Sewell's Point, and Newport News, anchoring techniques with deep loaded vessels, safe vessel speed, pilot/docking master exchange of conn, and point-to-point pilot duties and responsibilities. Captain Eubanks stood a good examination and was found to be qualified. Captain Callis moved that Captain Eubanks be raised from the Delta classification (400 ship units and a maximum draft of 31 feet) to the Echo classification (475 ship units and a maximum draft of 33 feet). Judge Massenburg seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Martin, Massenburg, McCrory, and Stone.

Chadwick M. Jamison

Captain Jamison answered oral questions related to the raise in grade. The subjects included safe anchoring positions in Lynnhaven, Sewell's Point, and Newport News, anchoring techniques with deep loaded vessels, safe vessel speed, pilot/docking master exchange of conn, and point-to-point pilot duties and responsibilities. Captain Jamison stood a good examination and was found to be qualified. Captain Callis moved that Captain Jamison 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 or 375 ship units and a maximum draft of 38 feet). Judge Massenburg seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Martin, Massenburg, McCrory, and Stone.

Torrence A. Rogers

Captain Rogers answered oral questions related to the raise in grade. The subjects included safe anchoring positions in Lynnhaven, Sewell's Point, and Newport News, anchoring techniques with light draft vessels, safe vessel speed, pilot/docking master exchange of conn, and point-to-point pilot duties and responsibilities. Captain Rogers stood a good examination and was found to be qualified. Captain Callis moved that Captain Rogers be raised from the Bravo classification (300 ship units and a maximum draft of 25 feet or 225 ship units and a maximum draft of 27 feet) to the Charlie classification (325 ship units and a maximum draft of 29 feet). Judge Massenburg seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Martin, Massenburg, McCrory, and Stone.

Clarence M. Young

Captain Young answered oral questions related to the raise in grade. The subjects included safe anchoring positions in Lynnhaven, Sewell's Point, and Newport News, anchoring techniques with light draft vessels, safe vessel speed, pilot/docking master exchange of conn, and point-to-point pilot duties and responsibilities. Captain Young stood a good examination and was found to be qualified. Captain Callis moved that Captain Young be raised from the Bravo classification (300 ship units and a maximum draft of 25 feet or 225 ship units and a maximum draft of 27 feet) to the Charlie classification (325 ship units and a maximum draft of 29 feet). Judge Massenburg seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Martin, Massenburg, McCrory, and Stone.

Herbert R. Green

Captain Green answered oral questions related to the raise in grade. The subjects included safe anchoring positions in Lynnhaven, Sewell's Point, and Newport News, anchoring techniques with deep loaded vessels, safe vessel speed, pilot/docking master exchange of conn, and point-to-point pilot duties and responsibilities. Captain Green stood a good examination and was found to be qualified. Captain Callis moved that Captain Green be raised from the Foxtrot classification (550 ship units and a maximum draft of 35 feet or 375 ship units and a maximum draft of 38 feet) to the Golf classification (625 ship units and a maximum draft of 38 feet or 450 ship units and a maximum draft of 42 feet). Judge Massenburg seconded the motion which was unanimously approved by Messrs. and Captains:

Callis, Cherry, Cofer, Edmunds, Martin, Massenburg, McCrory, and Stone.

The Board reviewed a letter and accompanying chart, and transcript and audiotape from VHF transmissions, from Captain Clarence M. Young, dated January 4, 2005, and January 24, 2005, regarding an incident involving the M/V ROCKAWAY BELLE.

Captain Clarence  
M. Young, M/V  
ROCKAWAY  
BELLE

On 28 December 2004 at 1528, Captain Young boarded the M/V ROCKAWAY BELLE, a bulk carrier, via the pilot boat HAMPTON off Newport News Pier "C." The vessel was outbound on the James River transferring from Hopewell to Mid-Atlantic Terminal on the Southern Branch of the Elizabeth River.

The weather was clear with good visibility, winds south southwest 10-15 knots, and max ebb current was predicted to occur at Newport News Mid-Channel at 1456 with a velocity of 1.1 knots and a direction of 076 degrees True. Max ebb current was predicted to occur at Sewell's Point Pierhead at 1519 with a velocity of 1.5 knots and a direction of 055 degrees True.

The M/V ROCKAWAY BELLE has a length overall of 577 feet, 5 inches; moulded breadth is 92 feet, 6 inches; moulded depth is 51 feet, 2 inches; height overall from keel to top of mast was 157 feet, 6 inches; her gross tonnage was 20,925 tons. The vessel's draft was 24 feet, and she was partially loaded with 16,929.883 metric tons of standard ammonium sulphate. The ship is fitted with a fixed pitch right hand propeller, and her main engine is rated at 10,650 horsepower. The vessel is not equipped with a bow thruster. She was built in 1982 and had 4 cranes on her centerline. She is equipped with 3 old catho-ray tube radars, one containing an ARPA which was very hard to use and obtain reliable target information. In a loaded condition, dead slow ahead is equivalent to 45 r.p.m. and 4.3 knots; slow ahead is equivalent to 70 r.p.m. and 7.0 knots; half ahead is equivalent to 90 r.p.m. and 9.3 knots; and full ahead is equivalent to 110 r.p.m. and 11.4 knots. Astern r.p.m. is equivalent to ahead r.p.m.'s., and when maneuvering astern the Captain informed Captain Young that the vessel had approximately 80 percent of full ahead power. Captain Young had taken the ship to anchor seven days earlier on 21 December 2004 and was familiar with the vessel's handling characteristics.

Captain Young reported to the bridge where he greeted the Captain and the river pilot, Captain David Ware. A pilot/pilot exchange was

conducted. Captain Young saw that the river pilot had already filled out a master/pilot exchange form and given it to the Captain. According to Captain Ware, all of the ship's gear was working properly. Captain Ware told Captain Young the speed, draft, gyro error, pertinent traffic information, and that he had arranged to meet an inbound tug pushing a barge approaching the Monitor Merrimac Bridge Tunnel on two whistles. Captain Young went over to the radar and looked to see the relative position of the inbound tug. After verifying the tug's position, Captain Young relieved Captain Ware and took the conn as the vessel was turning to port between Newport News Channel buoys #14 and #12. Captain Ware disembarked the vessel in the turn at the west end of Newport News Channel at 1534. Captain Young then steadied the vessel visually, left of centerline, on the red side of the channel on course 088 degrees True ensuring sufficient distance between the M/V ROCKAWAY BELLE and the inbound tug and tow. After the vessels met, Captain Young maneuvered the M/V ROCKAWAY BELLE into the middle of Newport News Channel, and steadied her on course 086 degrees to make good a course over the ground of 083 degrees True.

Captain Young looked in the radar to see what vessels were moving in the vicinity. The M/V ROCKAWAY BELLE was making approximately 10 knots over the ground, and Captain Young left her on half ahead. Captain Young picked up the binoculars and scanned Norfolk Harbor Reach, Hampton Bar, and Old Point Comfort checking for any vessels.

On VHF channel 13, Captain Young hailed the ELIZABETH KRAUSE as Krause tugs were ordered for the ship's berthing at Mid-Atlantic Terminal. The J.L. KRAUSE responded, and Captain Young stated that the M/V ROCKAWAY BELLE's estimated time of arrival at Hospital Point would be approximately 1 hour and 10 minutes.

Captain Young observed a tug towing a loaded container barge astern on a short wire inbound approaching the K-1 Anchorage, and via the radar was able to see the tug's position in the anchorage well south of the green side channel line heading in a south southwesterly direction approximately half the way between Newport News buoy G "5" and Norfolk Harbor Reach buoy R "8".

As the M/V ROCKAWAY BELLE passed through buoys # 7 & # 8, Captain Young continued to watch the tug towing the barge astern. He was just starting to top around to pick up the container barge. At a distance of approximately one nautical mile from the tug and tow, as the M/V ROCKAWAY BELLE approached buoys # 5 & # 6, Captain Young hailed

the tug on VHF channel 13; it was the KATIE G. McALLISTER. The tug captain and Captain Young agreed that the M/V ROCKAWAY BELLE was going to pass astern of the container barge and turn inbound Norfolk Harbor Reach, while the tug and barge would maintain its position and finish making up. The tug was now heading in a southeasterly direction and in the process of topping around; the barge was still slowly underway heading into the wind and current on a course of approximately 215 degrees True. The barge was loaded with containers five high. Shortly thereafter, a light tug proceeding outbound Norfolk Harbor Reach hailed the ship outbound east end Newport News Channel (M/V ROCKAWAY BELLE) on VHF channel 13. Captain Young answered the call and advised that the M/V ROCKAWAY BELLE would be passing astern of the container barge and be turning inbound Norfolk Harbor Reach; they agreed to meet on two whistles as the other vessel was bound for Newport News Channel.

After passing buoy #5 Newport News Channel, Captain Young waited until the M/V ROCKAWAY BELLE was just east of the middle of K-1 Anchorage (approximately 0.33nm beyond buoy #5) to begin the turn into Norfolk Harbor Reach, to provide sufficient passing distance with the tug and tow working to the south. Captain Young then noticed engine exhaust coming from over the containers, and could see wheel wash from behind the bow of the barge. At this point, a left bearing drift became apparent. Captain Young ordered the rudder midship, and immediately hailed the KATIE G. on VHF channel 13, asking, "What are you doing; you said you were going to stay right there. I'm coming around the stern of the barge right now." Captain Young saw that the tug and tow were making headway in a northeasterly direction. The captain on the KATIE G. replied that he was just twin screwing/spinning around and going to be turning into Norfolk Harbor Reach and heading to NIT Pier 2. Still noticing the movement of the barge in a northeasterly direction, Captain Young then requested the captain of the KATIE G. to back her engines, so that he could still maneuver the M/V ROCKAWAY BELLE safely around the tug and tow. Captain Young could see that the tug KATIE G. was made up to the container barge COLUMBIA BOSTON. Captain Young radioed that, "I'm right off your port bow." The captain on the KATIE G. said that "I'm just spinning around right now." There was a pause, and then with some urgency in his voice he asked: "Where are you?" Captain Young quickly replied, "I'm right here off the port bow of the barge, please just stop and back her down hard." At this point, the outbound light tug called over the radio to the captain of the KATIE G., "He's right in front of you."

As the left bearing drift continued, with range decreasing, Captain Young observed the wheel wash from the tug continue astern. Captain Young ordered the rudder hard to port and the engine full ahead to align the mid-body of the M/V ROCKAWAY BELLE parallel to the barge COLUMBIA BOSTON in an effort to minimize damage. Moments later Captain Young saw a person on the barge come from around the port side of the "working stern" of the barge slowly working his way forward on the narrow deck space of the barge. Captain Young then ordered midship, then hard starboard to lift the stern of the ship away from the barge as well as to decrease the port swing in an effort to not throw the seaman working his way forward on the narrow deck into the water between the ship's hull and the container barge upon impact. At 1555, the port bow of the barge made contact with the M/V ROCKAWAY BELLE in the forward part of the #5 cargo hold. The ship's stern began to lift, and the vessels cleared. Captain Young ordered midship and hard to port as the M/V ROCKAWAY BELLE was now heading into the Naval Base and Captain Young could clearly see the red side of Norfolk Harbor Reach lining up, and the outbound light tug's bow whitewater head-on. Captain Young hailed the KATIE G. on VHF channel 13, and the captain replied to switch to channel 08 where he confirmed that there were no persons injured, no pollution, and superficial damage to the barge. Later he asked, "Is that the ship that Captain Ware was on?"

The KATIE G. continued inbound Norfolk Harbor Reach to its berth at NIT Pier 2. Captain Young maneuvered the M/V ROCKAWAY BELLE into G-3 Anchorage where he conducted a round turn to starboard, then an engine test. Captain Young then contacted the USCG Marine Safety Office Hampton Roads. The Coast Guard and Captain Young agreed that it was safe for the vessel to proceed to its intended berth. Captain Young then piloted the M/V ROCKAWAY BELLE to Mid-Atlantic Terminal without further incident.

Captain Young departed the vessel at 1845. Captain Young then proceeded to the Doctor's Care in Virginia Beach and submitted specimens for SAP 5-50 W/WIT and NIDA 5 DRUG PANEL testing at 2000. Results were negative.

After discussion, Judge Massenburg moved to continue this matter to the next meeting so that additional information regarding the incident may be obtained. Mr. Martin seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Martin, Massenburg, McCrory, and Stone.

The Board recessed for a break from 10:07 a.m. to 10:10 a.m.

Break

The Board reviewed a letter and accompanying chart from Captain Herbert R. Green, III, dated January 18, 2005, regarding an incident involving the M/V ZHEN HUA 4.

Captain Herbert  
R. Green, III, M/V  
ZHEN HUA 4

Captain Green was ordered onboard the M/V ZHEN HUA 4 on January 14, 2005. At 0600, Captain Green boarded the ship at Cape Henry and piloted her to Sewell's Point F-1 Anchorage in heavy weather. The M/V ZHEN HUA 4 has an overall length of 219.07 meters; breadth is 32.31 meters; depth is 18.55 meters; and her gross tonnage is 26,650. The M/V ZHEN HUA 4 is a heavy load carrier loaded with two container cranes, which add significant windage. Tug boat assistance was necessary to hold the ship in position at the anchorage. The wind was from the north by northeast at 55 knots. The tugs TOWN POINT and KAYEE MORAN along with Moran docking Master Jeff Davidson came to our assistance.

It was then decided by the Virginia Port Authority and the ship's agent to transfer the vessel from Sewell's Point anchorage to the north side of NIT Pier #1. The mooring arrangement was to be starboard side alongside with the bow at the 300-foot mark. The wind had decreased to north by east at approximately 25 knots. The current was ebbing at approximately 0.5 knots. Captain Davidson and Captain Green discussed the maneuver to the pier and felt it could be done safely and efficiently, and that the ship would be more protected alongside the pier. Captain Davidson requested a third tug, the CAPE HENRY.

At approximately 1515, the M/V ZHEN HUA 4 began a turn to port out of Norfolk Harbor Reach just north of buoy "13" into NIT channel. The tug KAYEE MORAN was made up on the port bow forecastle deck, and the tug CAPE HENRY was made fast on the port quarter aft. The tug TOWN POINT was pushing on the starboard rumble to assist in holding the stern into the wind as the M/V ZHEN HUA 4 was ninety degrees to the wind and still out in the stream under its full effect. At approximately 1525, Captain Davidson had the ship lined up going into the center of the slip between NIT piers #1 and #2 at a speed of approximately 1.5 knots.

Once the ship entered the slip, the tug TOWN POINT left the port rumble and was ordered to stand-by off the face of the pier. At approximately 1530, the ship was in position in relation to her bow mark and about 1.5 ship's width, or 150 feet, off of the pier. The tug's line on the after tug parted at approximately 1535. At the time, the tug was backing to hold the stern up into the wind. The forward tug was also backing to hold the



bow. Captain Green heard Captain Davidson ask the Captain to make fast the after tug again. The Captain acknowledged Captain Davidson, but did not give the order to make fast the tug. Captain Green heard Captain Davidson make this request repeatedly up until the time of the collision, to no avail. The Captain of the M/V ZHEN HUA 4 would acknowledge Captain Davidson's request by saying, "Yes, yes," and then speaking in Chinese on the radio to his crew. This made it seem as though he were ordering them to make fast the tug.

Captain Green walked to the port bridge wing to see if the after tug was being made fast. Captain Green saw the deckhand of the tug with his line in hand; however, no one from the ship was there to receive it. Captain Green then went back to inform Captain Davidson and the Master. Captain Davidson was already aware that they had not yet made fast the tug and again asked the Captain to do so. Captain Green also asked the Captain to make fast the tug at this time. Again they received an answer of, "Yes, yes," from the Captain, but no action was taken by the crew of the ship. At approximately 1545, the ship's bow had closed to a distance of about 60 feet from the pier and the starboard quarter was about 100 feet from the pier. These distances were closing as the ship was falling towards the pier due to the northeasterly wind. Captain Davidson had the forward tug backing to hold the bow off of the pier. The after tug had yet to be made fast so the stern could not be checked.

Again, the Captain was told to have the after tug made fast. Captain Davidson put the engine ahead with starboard rudder to slow the stern's movement toward the pier. At this point, the ship's bow, which has an unusually sharp flare, rubbed a forward bollard on the pier and caused it to lose its seating on the dock. This was not apparent visually because the on deck container cranes blocked the flare of the bow from view. Due to the extreme flare of the bow, the stern could not be held off the pier without causing damage to the bow.

At approximately 1557, the stern made contact with the pier and caused a ten-foot portion of the concrete to be pushed in slightly. The after tug was still not made fast. The M/V ZHEN HUA 4 was then safely moored alongside the pier, and the order for finished with engines was given at approximately 1615. The damage appeared minimal and the Virginia Port Authority was notified.

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, Martin, Massenburg, McCrory, and Stone.

The Board reviewed a letter and accompanying chart from Captain Tazewell Fitzgerald, dated January 24, 2005, regarding an incident involving the M/V FEDERAL BAFFIN.

Captain Tazewell  
Fitzgerald, M/V  
FEDERAL  
BAFFIN

On January 18, 2005, Captain Fitzgerald was ordered to sail from the south side of Newport News Pier 9 to sea, the M/V FEDERAL BAFFIN, a loaded coal ship (623x100x54.5feet) drawing 36' 09" aft and 34' 07" forward. The ordered sailing time was 2000. Low water at Sewell's Point was 2150, 0.0' predicted, at 2105, .42' was observed. The predicted current at Sewell's Point was maximum ebb at 2032. Winds were 10 to 15 knots out of the northeast and the visibility was good.

Before getting underway, Captain Fitzgerald gathered and studied the particulars of the ship, and visually inspected the radars, gyro compass, and other electronic equipment, noting that all appeared to be in working order. Captain Fitzgerald set up the Starlink GPS unit, and called JHOC and gave a security call. Captain Fitzgerald knew that traffic was minimal. The M/V FEDERAL BAFFIN was the only sailing and there was only one inbound that the vessel would have to meet, probably in Thimble Channel.

McAllister Tugboats assisted in the undocking, under the direction of Captain Billy Ballou. Captain Fitzgerald relieved Captain Ballou of the conn at 2045. The normal Pilot to Pilot exchange was conducted, during which time Captain Fitzgerald mentioned to Captain Ballou that the ship appeared to not have a great deal of power. He agreed and stated that it took slow astern to back her off the pier; dead slow astern did not move her.

After dropping tugs and the docking master, the M/V FEDERAL BAFFIN slowly increased its speed and made way outbound. In making the turn at Newport News Point, Captain Fitzgerald observed that in this turn, the ship which was drawing a lot of water for her size, was acting sluggish in response to the helm, as expected. After turning into Newport News Channel, Captain Fitzgerald gave the order for full ahead.

At approximately 2058, the ship passed through buoys 9 and 10. At this time Captain Fitzgerald had verified on radar that Norfolk Harbor Reach was clear of outbound traffic and had identified two targets on the radar, one near buoy 3 ER and the other in the F anchorage. Captain Fitzgerald

then left the radar and went to the radio. Captain Fitzgerald confirmed the identity of the two targets as two tugboats with barges by listening to their conversation on channel 13. Captain Fitzgerald then called the tug in the F anchorage and agreed to port to port passage. Captain Fitzgerald then called the tug near buoy 3 ER. The tug was letting out hawser for his barge and was making minimum headway. They agreed that the M/V FEDERAL BAFFIN would overtake him on his starboard side.

At 2102, after cradling the radio handset, Captain Fitzgerald looked up to see buoy 7 approximately 900 feet off the starboard bow of the ship and mistook it for buoy 5. The ship was approximately 220 feet right of the centerline of the channel. The ship was at that moment, in the correct position relative to the buoy to turn. Captain Fitzgerald gave the order of port 10 degrees. Captain Fitzgerald then used binoculars to identify visually the two tugboats to whom Captain Fitzgerald had just spoken. Captain Fitzgerald also used the glasses to confirm that there was no outbound traffic in Norfolk Harbor Reach. Captain Fitzgerald put the glasses down and saw that the ship was just beginning to turn to port. Captain Fitzgerald then looked toward Fort Wool and buoy 1 ER to identify visually. Their bearings did not seem exactly right. Captain Fitzgerald then looked for buoy 2 Newport News which would have been the closest relevant buoy. Captain Fitzgerald immediately did not find buoy 2. Captain Fitzgerald continued to look for it a few seconds, as buoy 2 has a 4 second interval flash. Captain Fitzgerald glanced at the gyro compass and saw it swinging appropriately. Captain Fitzgerald then looked forward to check the ship's rate of turn, which was sufficient and increasing. Captain Fitzgerald gave the order for amidships rudder. Captain Fitzgerald then stepped over to the Starlink GPS unit to check his position which confirmed what he suspected was wrong.

Captain Fitzgerald immediately gave the order for hard starboard rudder. The ship was making 10.7 knots. The rudder, being placed hard to starboard, did not arrest the rate of swing until the vessel had turned approximately 20 degrees off of the channel's base course of 083/263 degrees. The ship then began a good rate of turn to starboard. The port side of the ship exited the channel between buoys 8 and 6 on an angle of approximately 5 degrees. By the time the ship reached the base course of 083, the majority of the ship's width was out of the channel. The ship rolled to starboard, gaining approximately a 3 degree list, while continuing its turn to starboard. The roll to starboard continued for approximately 10 to 15 seconds and then settled back to an even keel as the ship returned into the channel, at which time the speed was 8.3 knots. The ship rolled at 2104.

The M/V FEDERAL BAFFIN is a relatively small ship. On January 18, she was deeply laden and Captain Fitzgerald expected her to respond somewhat sluggishly. The hard starboard order was given in sufficient time to correct her heading without her going out of the channel under normal circumstances. The characteristics of this ship and/or bank cushion/suction, as the starboard quarter neared the 22 foot shoal just east of buoy 7, in turn may have affected her ability to respond to the rudder.

The vessel regained good position in the channel and reduced revolutions to slow ahead. The Captain and Captain Fitzgerald discussed what had happened and what needed to be done. They reported the ship's roll/touching bottom to the Coast Guard and proceeded to anchor in F2. The anchor was dropped at 2148.

The Captain of the Port ordered the ship to remain at anchor until divers and a class society surveyor inspected the ship. The divers and inspectors found no damage to the hull, or her plates. A few minor scratches in the bottom paint were found. The ship sailed from Hampton Roads in the afternoon of January 19.

After discussion, Mr. Stone moved that an Informal Fact-Finding Conference be held to further review this matter. Judge Massenburg seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Edmunds, Martin, Massenburg, McCrory, and Stone. Mr. Cherry appointed Mr. Stone and Captain Callis to serve as the presiding Board members at the Informal Fact-Finding Conference

Mr. Courtney introduced Walter Tucker, a member of the Board for Professional and Occupational Regulation, who was present and is the liaison to the Board for Branch Pilots.


Other Business

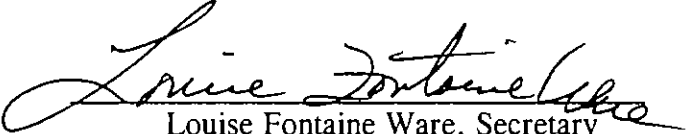
Conflict of Interest forms were completed by all members present.

Conflict of Interest  
Forms

There being no further business, the meeting was adjourned at 10:21 a.m.

Adjourn

  
Bruce R. Cherry, Vice-President

  
Louise Fontaine Ware, Secretary

**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 February 2, 2005
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

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

Edgar A. Massenburg  
Signature

2/2/05  
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 February 2, 2005
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

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

Bruce R. Cherry  
Signature

FEB. 2, 2005  
Date

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

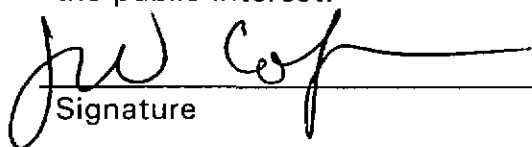
**TRANSACTIONAL DISCLOSURE STATEMENT  
for Officers and Employees of State Government**

1. Name: J. William Cofer
2. Title: Member
3. Agency: Board for Branch Pilots
4. Transaction: Board Meeting on February 2, 2005
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

2-1-05  
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 February 2, 2005
5. Nature of Personal Interest Affected by Transaction: \_\_\_\_\_

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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 2/2/05

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

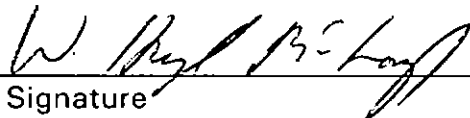
**TRANSACTIONAL DISCLOSURE STATEMENT  
for Officers and Employees of State Government**

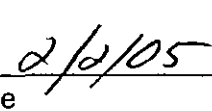
1. Name: W. Hugh McCrory, Jr.
2. Title: Member
3. Agency: Board for Branch Pilots
4. Transaction: Board Meeting on February 2, 2005
5. Nature of Personal Interest Affected by Transaction: \_\_\_\_\_

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

**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 February 2, 2005
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:

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

Robert H. Callis, III  
Signature

Feb. 2, 2005  
Date

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

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

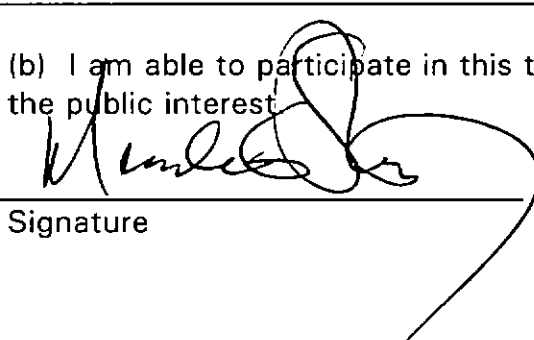
1. Name: Meade G. Stone, Jr.  
2. Title: Member  
3. Agency: Board for Branch Pilots  
4. Transaction: Board Meeting on February 2, 2005  
5. Nature of Personal Interest Affected by Transaction: NONE

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

2-2-2005  
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 February 2, 2005
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.

Signature

William M. Martin, III

Date

FEBRUARY 2, 2005