

**Board of Pilot Commissioners for Harris County Ports
Pilot Board Investigation and Recommendation Committee
Advisory Subcommittee Meeting**

March 31, 2015

A meeting of the Advisory Subcommittee (“Subcommittee”) of the Pilot Board Investigation and Recommendation Committee (the “PBIRC”) was convened on Tuesday, March 31, 2015, at the Port of Houston Authority Executive Offices, Executive Conference room, at 111 East Loop North Houston, Texas 77029. The following members and staff were present:

Captain Marcus Woodring, Chairman
Paul Caruselle, by proxy
Captain Michael Morris
Captain David Foret
Captain Richard Russell
Captain Mike Usher, Pilot Board Compliance Coordinator

Chairman Woodring called the meeting to order.

- A. M/V CLIPPER CENTURY loss of power and grounding HSC November 20, 2014.
1. Proposed Findings: No willful misconduct on the part of Captain Briones or Captain Tuttle.
 2. Proposed Recommendations: Close matter to file.

The Subcommittee reviewed this matter and determined that a mechanical failure caused the vessel to lose engine power. The pilot had to deploy both anchors and grounded the vessel on green side of channel. No injuries or pollution.

The Compliance Coordinator asked for a motion to recommend closing matter to file. The motion was brought by Chairman Woodring, seconded by Captain Russell. Captain Morris, Captain Foret and Mr. Caruselle voted Aye. Nays none. Motion APPROVED.

- B. M/T CELSIUS MAYFAIR loss of steering Bayport Ship Channel December 2, 2014.

The Subcommittee reviewed this matter and determined that it warranted a full PBIRC hearing.

The Compliance Coordinator asked for a motion to recommend full PBIRC hearing. Motion was brought by Chairman Woodring, seconded by Captain Foret. Captain Russell, Captain Morris and Mr. Caruselle voted Aye. Nays none. Motion APPROVED.

- C. M/T BOW JUBAL possible fouling of dredge pipe line Oil Tanking HSC December 29, 2014.

1. Proposed Findings: No willful misconduct on the part of Captain Jewell.
2. Proposed Recommendations: Close matter to file (except as provided below).

The Subcommittee reviewed this matter and determined that the dredge pipe tending vessels failed to keep the dredge pipe out of the channel, despite reporting the dredge pipe was clear of the channel to the pilot. No injuries or pollution.

The Subcommittee recommended that this matter be referred to the LSHSC (Lone Star Harbor Safety Committee) Dredging Subcommittee for awareness and recommendations to local dredge industry.

Compliance Coordinator asked for a motion to recommend closing matter to file. Motion was made by Captain Russell, seconded by Captain Morris. Chairman Woodring, Captain Foret and Mr. Caruselle voted Aye. Nays none. Motion APPROVED.

- D. M/T GASCHEM HUNTE collision with FMT barge 3196 being pushed by the UTV KRISTY DUTSCH Oil Tanking HSC January 24, 2015.

The Subcommittee reviewed this matter and determined that it warranted a full PBIRC hearing.

The Compliance Coordinator asked for a motion to recommend full PBIRC hearing. Motion was brought by Chairman Woodring, seconded by Captain Morris. Captain Russell, Captain Foret and Mr. Caruselle voted Aye. Nays none. Motion APPROVED.

- E. M/T OKYRO bollard pull incident Bosco Terminal HSC January 26, 2015.

1. Proposed Findings: No willful misconduct on the part of Captain Martinez.
2. Proposed Recommendations: Close matter to file (except as provided below).

The Subcommittee reviewed this matter and determined that the safe working load of bollard pull on the pilot card was incorrect. The pilot acted prudently in accordance with this misinformation. No injuries or pollution.

The Subcommittee recommends that specification ratings on tug assist bollard pull safe working load data is updated and checked for accuracy, and that the updated data is shared with Houston Pilots.

The Compliance Coordinator asked for a motion to recommend closing matter to file. Motion was made by Chairman Woodring seconded by Captain Foret. Captain Russell, Captain Morris and Mr. Caruselle voted Aye. Nays none. Motion APPROVED.

- F. M/V RHL FIDELITAS surge line incident Bayport Ship Channel February 1, 2015.

1. Proposed Findings: No willful misconduct on the part of Captain Arthur.
2. Proposed Recommendations: Close matter to file. (except as provided below).

The Subcommittee reviewed this matter and determined that M/V RHL FIDELITAS departed Bayport Terminal Dock 4 in a slow and controlled manner consistent with maintaining steerageway, and safe passage. Although the M/V MSC MARTA, moored at Bayport Terminal Dock 3 had reported parted lines due to the passage of the FIDELITAS, a bunker barge moored alongside the MARTA had not made any surge line reports. It was also determined that the MARTA had not made a timely report of the surge line incident to USCG VTS (Vessel Traffic Service) in order for an immediate investigation to be conducted. No injuries or pollution.

The Subcommittee recommended that this matter be referred to the LSHSC (Lone Star Harbor Safety Committee) Slack Line Subcommittee for awareness and recommendations for timely notification when incidents occur.

The Compliance Coordinator asked for a motion to recommend closing matter to file. Motion was made by Chairman Woodring seconded by Captain Morris. Captain Russell, Captain Foret and Mr. Caruselle voted Aye. Nays none. Motion APPROVED.