

## I N D E X

### THE BOARD OF PILOT COMMISSIONERS OF THE PORTS OF HARRIS COUNTY, TEXAS

February 24, 2015

<i>Minute No.</i>	<i>Event/Action</i>
	<b>General</b>
(PB-2015-0224-01)	Chairman Longoria convened the meeting of the Board of Pilot Commissioners
	<b>Minutes</b>
(PB-2015-0224-02)	Approve the Minutes of the Board of Pilot Commissioners Meeting – January 27, 2015
	<b>Appearances</b>
(PB-2015-0224-03A)	Chairman Longoria introduced Captain Michael Morris, Presiding Officer, Houston Pilots Association, who addressed the Pilot Board
(PB-2015-0224-03B)	Chairman Longoria asked if anyone else would like to address the Pilot Board; there was no response
	<b>Staff Reports</b>
(PB-2015-0224-04)	There were no staff reports
	<b>Pilot Matters</b>
(PB-2015-0224-05)	The Pilot Board abated RPBA F1
	Recess Open Meeting and Convene Executive Session
	Reconvene Open Meeting
	Adjourn the meeting of the Board of Pilot Commissioners

**Board of Pilot Commissioners for Harris County Ports  
Public Meeting**

**Houston, Texas  
February 24, 2015**

A public meeting of the Board of Pilot Commissioners for Harris County Ports (the "Pilot Board") was convened on February 24, 2015 at 11:51 a.m., at the Port of Houston Authority Executive Offices, Fourth Floor Boardroom, at 111 East Loop North, Houston, Texas 77029. The following Commissioners, staff, and counsel were present:

Janiece Longoria, Chairman  
Theldon R. Branch, III, Commissioner  
Dean E. Corgey, Commissioner  
Stephen H. DonCarlos, Commissioner  
Clyde E. Fitzgerald, Commissioner  
John D. Kennedy, Commissioner, left the meeting at 11:59 a.m.  
Roy D. Mease, Commissioner  
Roger Guenther, Secretary  
Erik Eriksson, General Counsel and Assistant Secretary  
J. Kent Friedman, Haynes and Boone, LLP

(PB-2015-0224-01) Chairman Longoria convened the meeting of the Board of Pilot Commissioners.

(PB-2015-0224-02) Chairman Longoria called for a motion to approve the minutes of the January 27, 2015 Pilot Board meeting. The motion was brought by Commissioner Mease, seconded by Commissioner DonCarlos. Chairman Longoria, and Commissioners Branch, Corgey, DonCarlos, Fitzgerald, Kennedy, and Mease voted Aye. Nays none. The minutes were approved as written.

(PB-2015-0224-03) Appearances

(A) Chairman Longoria introduced Captain Michael Morris, Presiding Officer, Houston Pilots Association, and announced that he would deliver a presentation to the Pilot Board.

Captain Morris greeted the Pilot Board and began with an overview of the points he would cover: fatigue risk mitigation, ship counts and traffic mix, the Bayport Flare, and Maersk Class A vessels and channel maneuverability.

Captain Morris reported the Houston Pilots Association had passed a cancellation rule: if a pilot has one cancellation, on the pilot's second job back in, it has to be a shorter job. If a pilot has two cancellations, the pilot gets a "bump" for that; after the one job the pilot goes home with a "double." He noted it was a huge win for the organization to come up with a rule to protect its membership from fatigue issues.

Captain Morris noted that harbor shifts were down, so even though there were 137 additional transits in 2014 compared to 2013, shifts were down by 113. He added that at one point in 2008, harbor shifts were almost 14% of the pilots' business, but today they were about 9.5%.

Commissioner Corgey asked if Captain Morris knew why that was, and Captain Morris responded that the bulk of the shifts were of chemical tankers, and that instead of being able to shift from berth-to-berth, these vessels now go out to sea and then come back. He indicated the cause may be a lack of lay berths and a disconnect between tanker terminals and shipping, and that perhaps a chemical vessel coordinator was needed.

Commissioner Corgey asked if Captain Morris was saying that instead of terminal to terminal, ships are sailing, dropping anchor, and then coming back, and Captain Morris confirmed that was correct, and that would count as a sea transit.

Captain Morris moved to traffic mix and reported that tanker traffic was down, but that bulk, containers, and LPG trade was up. He commented that this is such a great port to be a partner in, because if one part of the mix is down another one is usually up.

Captain Morris then moved on to report on the Bayport Flare.

Chairman Longoria stated that Commissioner Kennedy needed to catch a plane, and asked Captain Morris to defer his presentation for a few minutes so the Pilot Board could take an item out of order. Captain Morris replied certainly.

The Pilot Board then considered each Request for Pilot Board Action ("RPBA") submitted by Chairman Longoria and attached to these minutes as Exhibit "A."

(PB-2015-0224-05) RPBA F1 was presented, "Approve the Pilot Board Investigation and Recommendation Committee's proposed findings and recommendations regarding the M/V SUMMER WIND collision with Kirby barge 27706 being pushed by the UTV MISS SUSAN on March 22, 2014, in the vicinity of Houston Ship Channel Light 25/26."

Chairman Longoria noted that the PBIRC does not have subpoena power or the ability to require testimony from both parties involved in the collision, nor does the PBIRC have access to the Coast Guard or NTSB investigative materials or other witnesses, and the Coast Guard and NTSB investigations are pending.

Chairman Longoria proposed that the Pilot Board abate this matter pending final review and findings by the NTSB. The motion was seconded by Commissioner Branch, Chairman Longoria, and Commissioners Branch, Corgey, DonCarlos, Fitzgerald, Kennedy, and Mease voted Aye. Nays none. Item F1 was abated.

At 11:59 a.m., Commissioner Kennedy left the meeting.

Chairman Longoria called on Captain Morris to continue his report.

Captain Morris showed a short film by the Houston Pilots regarding the urgent need for dredging the approaches to the Bayport Container Terminal. It included the results of over eleven years of study and research and demonstrated that Post-Panamax ships cannot safely maneuver through the existing Bayport Flare entrance to the Bayport Terminal.

He noted that the Houston Pilots had constructed a physical model of the Bayport approaches, including construction of a scale Post-Panamax container ship, to conduct scale model testing. The scale model tests validated the results found in the simulators, i.e. that the proposed channel easement on the right side of the entrance channel, along with the redesign of the Bayport Flare to a 4,000 foot constant radius, would provide the best overall improvement to navigation safety. Chairman Longoria thanked Captain Morris for the informative film.

Captain Morris showed another video, this one of the meeting of a Suezmax tanker, the largest and heaviest vessels the pilots bring in, and a Maersk Class A ship. The simulation showed how close the ships are to the edge and why this cannot be done.

Commissioner Branch asked if the simulation was based on the Houston Ship Channel. Captain Morris replied yes, exactly as it is today. Mr. Guenther added that there was modeling of the Houston Ship Channel at MITAG this time last year, and he asked Captain Morris if the pilots do that passage today. Captain Morris replied that the pilots do two Suezmaxes. Mr. Guenther emphasized that the two ships in the simulation were not passing in the channel today.

Captain Morris explained that Suezmax tankers, which are 900 feet x 165 feet, come in to Houston today, and what really threw this off was the length of the larger ships, nearly 1,200 feet. Given that extra 300 feet of length, when a pilot "twists" it, the swept path becomes that much larger and puts that ship over the bank.

Mr. Guenther added that this larger ship is the container vessel the Port Authority wants to bring into Bayport as soon as the dredging is done. Commissioner Corgey commented that the issue was bigger than the Bayport Flare, and affected the whole

channel. Captain Morris responded that eventually we will need traffic management for these ships, and the pilots were willing to do that, and added that if these types of ships are going to become regular traders here, a 530 foot channel would not be wide enough.

Chairman Longoria reported that Captain Morris and Mr. Guenther have been working together to get the message to the appropriate personnel at the Army Corps of Engineers ("Corps"), and it seems they were very receptive and heard what you had to say and were willing to try to take some steps to address it. Captain Morris replied that the pilots hope so. Chairman Longoria responded that the Port Authority will keep moving that forward, and asked all to figure out what the next step was, and what its timing was, and to just keep moving forward.

Mr. Guenther commented that the film on the flare was very important in the Port Authority's recent meeting with the Corps; Steve Stockton, its Director of Civil Works, saw the video prior to the meeting, and he believed it got Mr. Stockton's attention, adding that the work that the pilots have done on the actual model in Louisiana had been tremendous.

He also noted that the Port Authority has been given the opportunity, as one of three ports in the nation, to do a Section 216 study, in this case of the Houston ship Channel. He remarked that the issue seen in the open channel and passing of ships is real, and this study provided the occasion to begin that research and look at the opportunities to provide passing lanes and continue 2-way traffic in the Houston Ship Channel.

Commissioner Corgey noted that he met with top executives from Maersk the week before the meeting, and they were very concerned with the flare and passing in the channel with Panamax ships, so it is something that definitely needs the Port Authority's attention.

Chairman Longoria and Mr. Guenther thanked Captain Morris for the videos and for the excellent job.

(PB-2015-0224-03) Appearances

(B) Chairman Longoria asked if anyone else would like to address the Pilot Board, there was no response.

(PB-2015-0224-04) Chairman Longoria announced there were no staff reports.

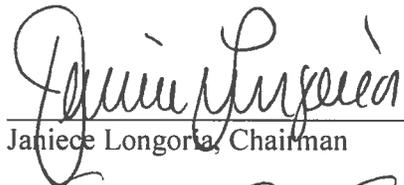
At 12:14 p.m. Chairman Longoria recessed the public meeting and instructed Mr. Eriksson to make the following announcement.

It is now 12:14 p.m. The Board of Pilot Commissioners for Harris County Ports will now convene in a closed meeting, as permitted by the Texas Open Meetings Act and Government Code to conduct a private consultation with its attorneys (Section 551.071, Texas Open Meetings Act), including consultations regarding Chapter 66, Texas Transportation Code, Houston Pilots Licensing and Regulatory Act; and Employment and Evaluation of Public Officers and Employees (Section 551.074, Texas Open Meetings Act), including deliberations regarding appointment of public officers. The Board of Pilot Commissioners will reconvene in public session after the closed meeting is adjourned.

Immediately thereafter the Board of Pilot Commissioners retired into closed session.

At 12:26 p.m., Chairman Longoria reconvened the public meeting and adjourned the Pilot Board meeting.

The above is a correct copy of the Minutes of the February 24, 2015 meeting of the Pilot Board of the Port of Houston Authority.

  
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Janiece Longoria, Chairman

  
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Erik A. Eriksson, Assistant Secretary

## F. PILOT MATTERS

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**Subject**            **1. Approve the Pilot Board Investigation and Recommendation Committee's proposed findings and recommendations regarding the M/V SUMMER WIND collision with Kirby barge 27706 being pushed by the UTV MISS SUSAN on March 22, 2014, in the vicinity of Houston Ship Channel Light 25/26.**

Meeting            Feb 24, 2015 - BOARD OF PILOT COMMISSIONERS FOR HARRIS COUNTY PORTS

Access            Public

Type                Action

Recommended    The Pilot Board, at its February 24, 2015 meeting, approve the Pilot Board  
Action            Investigation and Recommendation Committee's proposed findings and recommendations regarding the matter of M/V SUMMER WIND collision with Kirby barge 27706 being pushed by the UTV MISS SUSAN on March 22, 2014, in the vicinity of Houston Ship Channel Light 25/26, and further authorize the Secretary of the Pilot Board to do any and all things in his opinion reasonable or necessary to give effect to the foregoing.

**Category:**  
Pilot Matters

**Department:**  
Pilot Administration

**Staff Contact:**  
Erik Eriksson

**Background:**  
Reports of marine casualties and complaints alleging violations of the Rules and Regulations Governing Pilots and Pilotage on the Houston Ship Channel and Galveston Bar are referred to the Pilot Board Investigation and Recommendation Committee (PBIRC) for investigation and hearing, and recommendations to the Pilot Board for possible action.

**Staff Evaluation/Justification:**  
The PBIRC convened on October 6, 2014 and held a formal hearing to receive testimony and consider the facts in the matter of the M/V SUMMER WIND collision with Kirby barge 27706 being pushed by the UTV MISS SUSAN on March 22, 2014, in the vicinity of Houston Ship Channel Light 25/26, and propose findings and recommendations to the Pilot Board regarding the matter.

The following PBIRC members were in attendance:

Captain Marcus Woodring (PBIRC Chairman)  
 Captain Michael Morris (Presiding Officer, Houston Pilots Association)  
 Captain Michael Curtiss (Houston Pilots Association)  
 Captain Sean Arbogast (Houston Pilots Association)  
 Captain Richard Ford (U.S. Coast Guard, retired)  
 Captain David Foret, Jr. (Port of Houston maritime industry)  
 Captain Richard Russell (AET, Inc.)  
 Paul Caruselle (Port of Houston maritime industry)

Erik Eriksson attended the hearing as counsel representing the Pilot Board and James Brown attended as counsel representing Captain Pizzitola. Finally, U.S. Coast Guard Mr. Ray Gentry of MSU Texas City and LCDR. Teresa Hatfield of Sector New Orleans was also present at the hearing, in the capacity of advisors. The PBIRC invited Parties In Interest ("PIIs") to the Coast Guard's investigation to participate in the hearing; PIIs attended but did not formally participate otherwise.

Prior to the hearing, representatives of the U.S. Coast Guard advised the PBIRC that it was prohibited by federal law from using witness interviews and the transcript of the U.S. Coast Guard's public hearing held on June 2-5, 2014 in connection with its formal investigation, advising that these were part of a Coast Guard report of marine casualty investigation, and therefore not admissible as evidence or subject to discovery in any civil or administrative proceeding, except for an administrative proceeding initiated by the United States as per 46 USC §6308.

At the hearing Captain Mike Usher, as Compliance Coordinator for the PBIRC, presented materials he collected regarding the collision, and Houston Pilot Captain Michael R. Pizzitola, and his expert witness Captain Brian Boyce, gave testimony and presented materials regarding the circumstances. The materials were reviewed and each witness was questioned by members of the PBIRC. Following the hearing, the PBIRC voted 8-0 to approve proposed findings and recommendations regarding the collision.

The PBIRC proposes that no willful misconduct or negligence be found on the part of Captain Pizzitola in the handling of the M/V SUMMER WIND and further recommends that the Pilot Board (i) take no action (except as provided below) and close the matter to file; (ii) require Captain Pizzitola to be the Houston Pilot's representative to the Lone Star Harbor Safety Committee group that develops a training module that focuses on the interface of tows and deep drafts, that may enhance the situational awareness of mariners that operate in the Houston, Galveston/Texas City Port Complex, such that whether there are periods of low visibility, imminent port closures, or prolonged restrictions, mariners would be more cognizant of the concerns of the various vessels that they would meet or overtake; and (iii) require Captain Pizzitola to report the progress of the training module to the PBIRC.

The full document containing the PBIRC's proposed findings and recommendations is attached.

Attachment  
December 2, 2014

Pilot Board Investigation and Recommendation Committee  
Proposed Findings and Recommendations and Supporting Materials

In the Matter of M/V SUMMER WIND collision with Kirby barge 27706  
being pushed by the UTV MISS SUSAN

Summary of Investigation.

1. The M/V SUMMER WIND collision with Kirby barge 27706 pushed by the UTV MISS SUSAN occurred on March 22, 2014.
2. Thereafter, U.S. Coast Guard Marine Safety Unit Texas City opened a joint marine casualty investigation with the National Transportation Safety Board ("NTSB") into this matter.
3. On March 24, 2014, Pilot Board Compliance Coordinator Captain Mike Usher was designated by the U.S. Coast Guard as a party in interest, as defined in 46 United States Code (USC) § 6303 and Code of Federal Regulations (CFR) § 4.03-10, on behalf of the Pilot Board Investigation and Recommendation Committee ("PBIRC").
4. On April 29, 2014, the PBIRC was designated a party to the NTSB safety investigation, complying with the provisions of 49 Code of Federal Regulations (CFR) § 831.11 and §831.13.
5. U.S. Coast Guard District Eight opened a formal investigation as lead investigator, and on June 2-5, 2014 held a public hearing in connection with the formal investigation (the "USCG Hearing").
6. Captain Usher attended the public hearing, NTSB safety investigation, marine casualty site assessment, and witness interviews.
7. On July 14, 2014, the PBIRC Advisory Subcommittee held a meeting and determined that this matter warranted a PBIRC full hearing to hear testimony and consider the facts.
8. On October 6, 2016, the PBIRC held a full hearing on the matter.
  - a. PBIRC members entered into the record their qualifications to hear the matter.
  - b. The following materials were introduced into evidence (Exhibit "A" and "C" reflect that the USCG prohibited the PBIRC from using witness interviews and the Transcript of the U.S. Coast Guard's public hearing held on June 2-5, 2014 in connection with its formal investigation, advising that these were "part of a Coast Guard report of marine casualty

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investigation, and therefore not admissible as evidence or subject to discovery in any civil or administrative proceeding, except for an administrative proceeding initiated by the United States as per 46 USC §6308.”):

- i. Exhibit “A”: Incident Materials gathered by Captain Usher regarding of the above-referenced incident;
  - ii. Exhibit “B”: U.S. Coast Guard Vessel Traffic Service Ports and Waterway Safety System (“PAWSS”) data;
  - iii. Exhibit “C”: Portions of the submission of Houston Branch Pilot Captain Michael Pizzitola, pilot of the SUMMER WIND at the time of the incident (excluding Exhibits E and F thereof); and
  - iv. Exhibit “D”: Memorandum of Law Regarding Use of Witness Testimony by James Brown, attorney for Captain Pizzitola.
- c. Testimony was heard from the following sworn witnesses:
- i. Captain Pizzitola; and
  - ii. Captain Brian F. Boyce, an expert witness testifying on behalf of Captain Pizzitola, including presentation materials.

**Chronology of Events.** The following undisputed chronology of events is herewith adopted by the PBIRC with regard to this matter:

1. At 11:55, March 22, 2014, Houston Branch Pilot Captain Michael Pizzitola boarded the M/V SUMMER WIND at Bolivar Roads Anchorage B for inbound transit to Cargill 1 (see Hearing Transcript: page 33, lines 4-9; Incident Materials: page 12 - Bell Log).
2. After master pilot exchange, vessel and crew were ready for intended transit (see Hearing Transcript: page 33, lines 6-9; Incident Materials: page 4 - Pilot Statement).
3. Area conditions were reduced visibility with patchy fog with a flood tide and current of just over 1 knot (see Hearing Exhibit “B” - U.S. Coast Guard Vessel Traffic Service Ports and Waterway Safety System [“PAWSS”] data recording).
4. At 12:10, anchor heaved, Captain Pizzitola broadcast via VHF Ch 13 – “ship coming out of anchorage heading inbound for Houston” (see Incident Materials; page 12 - Bell Log; PAWSS data recording).

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5. At 12:17, MISS SUSAN strung out with two tows broadcast via VHF Ch 13 – “coming down on the end of the dike bound for Bolivar” (see PAWSS data recording).
6. At 12:21, MISS SUSAN broadcast – “coming out of Texas City bound for Bolivar” (see PAWSS data recording).
7. At 12:22, Captain Pizzitola broadcast – “inbound ship going to Houston at buoy 16” (see Hearing Transcript: page 15, lines 17-18; PAWSS data recording).
8. At 12:25, Captain Pizzitola made a two whistle passing arrangement with two outbound tows operating in vicinity of HSC Lt 31/32, the MISSION and NATURES WAY COMMANDER (see Hearing Transcript: page 15, lines 19-25; page 16, lines 1-8; and page 36, lines 20-24; PAWSS data recording).
9. AT 12:31, MISS SUSAN contacted SUMMER WIND. SUMMER WIND responded – “inbound ship approaching 25/26” (see Hearing Transcript: page 18, lines 7-10; and page 37, lines 13-21; PAWSS data recording).
10. MISS SUSAN asked – “I’m looking at everything fixing to start across the intersection bound for Bolivar, how do I look to you on your plotter”? (see Hearing Transcript: page 18, lines 11-14; PAWSS data recording).
11. Captain Pizzitola replied – “well if you keep on going I’m gonna get you unless you’re doing about 7 or 8 knots. Because right now I’m less than three quarters of a mile from you and you ain’t got to the channel yet” (see Hearing Transcript: page 18, lines 15-18; and page 38, lines 16-20; PAWSS data recording).
12. MISS SUSAN replied – “alright well s\*\*t I’m glad I called you here - alright we’ll try to see you on the one unless you want to a cut ’em back a little bit” (see Hearing Transcript: page 18, lines 19-22; PAWSS data recording).
13. Captain Pizzitola replied – “Captain I could cut her back I could put her on dead slow but that still ain’t gonna stop her because I’m almost coming up on a half a mile on you” (see Hearing Transcript: page 18, lines 23-25; PAWSS data recording).
14. MISS SUSAN replied – “I’ll give her a hard rudder and we’ll see you on one ok” (see Hearing Transcript page 19, lines 1-2; PAWSS data recording).
15. Captain Pizzitola replied – “one whistle thank you” (see Hearing Transcript: page 19, line 3; and page 37, line 13-15; PAWSS data recording).

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16. At 12:33, MISS SUSAN broadcast – “I got a hard starboard rudder on her now” (see Hearing Transcript: page 19, lines 6-7; PAWSS data recording).
17. At 12:33, Captain Pizzitola replied – “you might want to stop and back it Cap’t. I don’t know what to tell you cause man its close” (see Hearing Transcript: page 19, lines 8-11; PAWSS data recording).
18. MISS SUSAN replied – “roger on that I’m looking at these tows too alright we’re backing her down” (see Hearing Transcript: page 19, lines 12-13; PAWSS data recording).
19. At 12:34, Captain Pizzitola asked – “still got her backing full MISSION I’m sorry MISS SUSAN” (see Hearing Transcript: page 19, lines 21-22; PAWSS data recording).
20. MISS SUSAN answered – “roger on that roger on that I’m backing her hard Captain” (see Hearing Transcript: page 19, lines 23-24; PAWSS data recording).
21. Captain Pizzitola replied – “keep on doing it skipper keep on doing it – how many loads you got” (see Hearing Transcript: page 19, line 25; and page 20, line 1; PAWSS data recording).
22. MISS SUSAN answered – “two loads two loads I’m looking at you now and it don’t look good” (see Hearing Transcript; page 20, lines 2-3; Hearing Exhibit “B” PAWSS data recording).
23. Captain Pizzitola replied – “yeah it don’t look good you need to keep on backing it down as hard as you can I’m gonna shoot her for the red side as much as I can just keep her going” (see Hearing Transcript: page 20, lines 4-7; PAWSS data recording).
24. Captain Pizzitola broadcast to the MISSION – “I’m coming over by you Captain” (see Hearing Transcript: page 20, lines 9-10; PAWSS data recording).
25. At 12:35, SUMMER WIND collided with MISS SUSAN lead Kirby barge 27706 amidships starboard above the waterline (see Hearing Transcript: page 20, lines 16-18; PAWSS data recording).
26. Captain Pizzitola turned the SUMMER WIND around and returned back to Bolivar Anchorage without further incident, then departed the vessel for chemical testing, with negative results (see Hearing Transcript: page 20, lines 19-20; Hearing Incident Materials: pages 6-8 - Chemical Test Reports; page 5 - Pilot Statement; PAWSS data recording).

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27. MISS SUSAN disembarked two crew members complaining of inhalation problems soon after the collision.
28. There were no reported injuries on board the SUMMER WIND.
29. The barge suffered a gash to its starboard tank and discharged 168,000 gallons of fuel oil.
30. The SUMMER WIND sustained a hole to its bulbous bow and discharged ballast water.

**Summary of Facts.** The following summary of facts is herewith adopted by the PBIRC with regard to this matter:

1. The eastbound MISS SUSAN, strung out with two tows, attempted to cross the intersection of the Intracoastal Waterway and the Houston Ship Channel in front of the northbound SUMMER WIND.
2. MISS SUSAN recognized that a risk of collision existed and proposed a one whistle meeting with SUMMER WIND, which was agreed to.
3. Both vessels took immediate action to complete the agreed-upon maneuver, but were unsuccessful.
4. The flood tide negatively affected MISS SUSAN's efforts to turn her tows into the current to complete the maneuver.
5. The risk of collision became imminent.
6. MISS SUSAN commenced backing down to clear the channel and avoid collision, but was unsuccessful.

**Proposed Findings.** Following its deliberations, by a vote of 8-0 the PBIRC proposes the following findings:

1. The SUMMER WIND was constrained by her draft to the narrow channel. Inland Navigation Rule #9 states, in part, that "a vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within that channel or fairway". It is the opinion of the PBIRC that the MISS SUSAN did not operate in accordance with this rule.
2. No willful misconduct on the part of Captain Pizzitola in the handling of the SUMMER WIND, based on the agreed-to one whistle (port-to-port) passing

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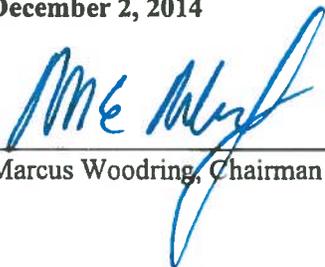
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arrangement, by maneuvering as far as possible to the red (inbound) side of the Houston Ship Channel.

**Proposed Recommendations.** Following its deliberations, by a vote of 8-0 the PBIRC proposes the following recommendation to the Board of Pilot Commissioners for Harris County Ports:

1. That it take no action (except as provided below) and close matter to file.
2. That it require Captain Pizzitola to be the Houston Pilot's representative to the Lone Star Harbor Safety Committee group that develops a training module focusing on the interface of tows and deep drafts, that may enhance the situational awareness of mariners that operate in the Houston, Galveston/Texas City Port Complex, such that whether there are periods of low visibility, imminent port closures, or prolonged restrictions, mariners would be more cognizant of the concerns of the various vessels that they would meet or overtake.
3. That it require Captain Pizzitola to report the progress of the training module to the PBIRC.

**Adopted by the Pilot Board Investigation and Recommendation Committee as of December 2, 2014**

  
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Marcus Woodring, Chairman