

A meeting of the Advisory Subcommittee (the “Subcommittee”) of the Pilot Board Investigation and Recommendation Committee (the “PBIRC”) was convened on Wednesday October 26, 2022. The following members and staff were present:

Captain David Foret, Chairman
Captain Robert Thompson (voted via proxy vote)
Captain Richard Russell
Captain Mike Usher
Tom Marian
Captain M. Tyler Gavis, PBIRC Compliance Coordinator/ Pilot Board Executive Director
David McNeal, Pilot Board General Counsel
Kim McLean, USCG Industry Trainee of the Pilot Board

Chairman Foret called the meeting to order.

- 1) M/V OCEAN GLORY collision with the barge of the T/V SEADRIFT on June 2, 2021, in the Houston Ship Channel.

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

Captain Gavis asked for a motion to recommend a full PBIRC hearing. Motion was brought by Chairman Foret, seconded by Captain Usher. Captain Russell, Mr. Marian, and Captain Thompson (via proxy vote) voted Aye. Nays none. Motion APPROVED.

- 2) M/T ECO EVOLUZIONE allision with TARGA dock #2 on June 28, 2021, in the Houston Ship Channel.

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

Captain Gavis asked for a motion to recommend a full PBIRC hearing. Motion was brought by Captain Russell, seconded by Mr. Marian. Captain Usher, Chairman Foret, and Captain Thompson (via proxy vote) voted Aye. Nays none. Motion APPROVED.

- 3) M/T NAVIG8 SPARK allision with ship assist T/V FRANCIS HAYDEN on December 11, 2021, in the Houston Ship Channel.

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

Captain Gavis asked for a motion to recommend a full PBIRC hearing. Motion was brought by Mr. Marian, seconded by Captain Usher. Chairman Foret, Captain Russell, and Captain Thompson (via proxy vote) voted Aye. Nays none. Motion APPROVED.

- 4) M/V DIONI grounding on January 16, 2022 near lights 30/34, in the Houston Ship Channel.

Proposed Findings: The rudder command of Captain Concagh was not properly carried out, possibly due to issues with the steering gear. There is no evidence of pilot error.

Proposed Recommendations: Close matter to file.

Captain Gavis asked for a motion to close matter to file. Motion was brought by Captain Usher, seconded by Captain Russell. Mr. Marian, Captain Thompson (via proxy vote), and Chairman Foret voted Aye. Nays none. Motion APPROVED.

- 5) M/T JIAOLONG SPIRIT collision with the barges of the TV ELLY LANE on May 23, 2022 near lights 45/46, in the Houston Ship Channel.

Proposed Findings: The pilot operated as expected and the barge of the TV ELLY LANE got sucked into the starboard quarter of the M/T JIAOLONG SPIRIT after the agreed upon passing. There is no evidence of pilot error.

Proposed Recommendations: The subcommittee requests that this matter be presented at the next Bluewater/ Brownwater Symposium and then be closed to file.

Captain Gavis asked for a motion to close matter to file. Motion was brought by Captain Usher, seconded by Mr. Marian. Captain Russell, Captain Thompson (via proxy vote), and Chairman Foret voted Aye. Nays none. Motion APPROVED.

- 6) M/V ATHENS GLORY bump and go near buoys # 91/92 on July 14, 2022, in the Houston Ship Channel.

Proposed Findings: Shoaling in the vicinity of the flare prevented Captain Loeffler from being able to carry out his preferred maneuver. Captain Loeffler was quickly able to free the vessel and continue the intended transit. There is no evidence of pilot error.

Proposed Recommendations: The subcommittee requests that this matter be presented to the Lone Star Harbor Safety Committee to look at the effect of shoaling in the area and then be closed to file.

Captain Gavis asked for a motion to close matter to file. Motion was brought by Captain Russell, seconded by Mr. Marian. Captain Usher, Captain Thompson (via proxy vote), and Chairman Foret voted Aye. Nays none. Motion APPROVED.

- 7) M/V RELIABLE allision with M/V DALLY due to parted mooring lines from the passing M/V ASTON near City Dock # 16/ #17 on July 22, 2022, in the Houston Ship Channel.

Proposed Findings: Captain Gould passed the M/V RELIABLE at an appropriate speed and position within the channel. Captain Gould observed slack mooring lines aboard the M/V RELIABLE and reported them to VTS. The slack mooring lines were the root cause. There is no evidence of pilot error.

Proposed Recommendations: The subcommittee requests that this matter be presented to the Lone Star Harbor Safety Committee to look at slack line issues and the possible effect of higher current near the City Docks. The matter may then be closed to file.

Captain Gavis asked for a motion to close matter to file. Motion was brought by Captain Usher, seconded by Captain Russell. Chairman Foret, Captain Thompson (via proxy vote), and Mr. Marian voted Aye. Nays none. Motion APPROVED.

- 8) M/T CHEMTRANS CANCALE loss of steering on August 5, 2022, off HFO #5, in the Houston Ship Channel.

Proposed Findings: The vessel lost steering shortly after pulling off of the dock. Captain Nelson proceeded to utilize the assist tugs to bring the vessel back alongside the dock. There is no evidence of pilot error.

Proposed Recommendations: Close matter to file.

Captain Gavis asked for a motion to close matter to file. Motion was brought by Captain Usher, seconded by Mr. Marian. Captain Russell, Captain Thompson (via proxy vote), and Chairman Foret voted Aye. Nays none. Motion APPROVED.

Adjourned

A handwritten signature in blue ink, appearing to read "D. Foret", with a horizontal line extending to the right.

Captain David Foret, Chairman