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

May 21, 2013

<i>Minute No.</i>	<i>Event/Action</i>
	Chairman Longoria convened the meeting of the Board of Pilot Commissioners
(PB-2013-0521-01)	Approve the Minutes of the Board of Pilot Commissioners Meeting – April 23, 2013
(PB-2013-0521-02)	Approval of the Pilot Board Investigation Recommendation Committee’s proposed findings and recommendations regarding the tanker ELKA APOLLON collision with container vessel MSC NEDERLAND on October 29, 2011 in the Houston Ship Channel
(PB-2013-0521-03)	Recommendation for renewal of Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain Paul G. Brown
(PB-2013-0521-04)	Recommend Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain Matthew H. Glass
(PB-2013-0521-05)	Recommendation for renewal of Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain Hugh A. Guidry
(PB-2013-0521-06)	Recommendation for renewal of Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain James J. Hensley
(PB-2013-0521-07)	Recommendation for renewal of Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain William J. Mitchell
	Adjourn the meeting of the Board of Pilot Commissioners

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

**Houston, Texas  
May 21, 2013**

A public meeting of the Board of Pilot Commissioners for Harris County Ports (the "Pilot Board") was convened on May 21, 2013 at 11:21 a.m., at the Port of Houston Authority Executive Offices, Fourth Floor Boardroom, at 111 East Loop North, Houston, Texas 77029. The following Commissioners and staff were present:

Janiece Longoria, Chairman  
Jimmy A. Burke, Commissioner  
Dean E. Corgey, Commissioner  
John D. Kennedy, Commissioner  
Kase L. Lawal, Commissioner  
Steve L. Phelps, Commissioner  
Len Waterworth, Executive Director  
Erik Eriksson, General Counsel and Assistant Secretary

Chairman Longoria called the meeting of the Board of Pilot Commissioners to order.

(PB-2013-0521-01) Chairman Longoria asked for a motion to approve the Pilot Board minutes of its April 23, 2013 meeting. The motion was brought by Commissioner Corgey, seconded by Commissioner Burke. Chairman Longoria, and Commissioners Burke, Corgey, Kennedy, Lawal, and Phelps voted Aye. Nays none. The minutes were approved as written.

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

(PB-2013-0521-02) RPBA D1 was presented, moved by Commissioner Corgey, seconded by Commissioner Kennedy. Chairman Longoria, and Commissioners Burke, Corgey, Kennedy, Lawal, and Phelps voted Aye. Nays none. RPBA D1 PASSED.

(PB-2013-0521-03) RPBA D2 was presented, moved by Commissioner Burke, seconded by Commissioner Corgey. Chairman Longoria, and Commissioners Burke, Corgey, Kennedy, Lawal, and Phelps voted Aye. Nays none. RPBA D2 PASSED.

(PB-2013-0521-04) RPBA D3 was presented, moved by Commissioner Burke, seconded by Commissioner Corgey. Chairman Longoria, and Commissioners Burke, Corgey, Kennedy, Lawal, and Phelps voted Aye. Nays none. RPBA D3 PASSED.

(PB-2013-0521-05) RPBA D4 was presented, moved by Commissioner Burke, seconded by Commissioner Corgey. Chairman Longoria, and Commissioners Burke, Corgey, Kennedy, Lawal, and Phelps voted Aye. Nays none. RPBA D4 PASSED.

(PB-2013-0521-06) RPBA D5 was presented, moved by Commissioner Burke, seconded by Commissioner Corgey. Chairman Longoria, and Commissioners Burke, Corgey, Kennedy, Lawal, and Phelps voted Aye. Nays none. RPBA D5 PASSED.

(PB-2013-0521-07) RPBA D6 was presented, moved by Commissioner Burke, seconded by Commissioner Corgey. Chairman Longoria, and Commissioners Burke, Corgey, Kennedy, Lawal, and Phelps voted Aye. Nays none. RPBA D6 PASSED.

At 11:22 a.m. Chairman Longoria adjourned the meeting of the Pilot Board.

The above is a correct copy of the Minutes of the May 21, 2013 meeting of the Pilot Board.

  
\_\_\_\_\_  
Janiece Longoria, Chairman

ATTEST:

  
\_\_\_\_\_  
Erik A. Eriksson, General Counsel and  
Assistant Secretary

## Request for Pilot Board Action

<b>Category:</b> Pilot Matters	<b>Agenda Date:</b> May 21, 2013	<b>Agenda Section:</b> D - 1
<b>From:</b> <b>Division:</b> Legal <b>Department:</b> Pilot Administration	<b>Staff Contact:</b> Mike Usher	
<b>Summary Recommendation:</b> Approval of the Pilot Board Investigation and Recommendation Committee's proposed findings and recommendations regarding the tanker ELKA APOLLON collision with container vessel MSC NEDERLAND on October 29, 2011 in the Houston Ship Channel.		
<b>Background:</b> The Secretary of the Pilot Board may refer 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 to the Pilot Board Investigation and Recommendation Committee ("PBIRC") for investigation, hearing and recommendation to the Pilot Board.		
<b>Staff Evaluation/Justification:</b> The PBIRC convened on March 21, 2013 and held a formal hearing to receive testimony and consider the facts in the matter of the ELKA APOLLON collision with MSC NEDERLAND on October 29, 2011, and propose finding and recommendations regarding the matter.  The following PBIRC members were in attendance:  <ul style="list-style-type: none"> <li>Marcus Woodring (PBIRC Chairman)</li> <li>Captain Robert Thompson (Presiding Officer, Houston Pilots)</li> <li>Captain Michael Curtiss (Houston Pilot)</li> <li>Tim Leitzell (At Large)</li> <li>David A. Foret, Jr. (At Large)</li> <li>Paul A. Caruselle (Maritime Industry)</li> <li>Thomas Marian (At Large)</li> <li>Richard Ford (At Large)</li> </ul> Mike Usher, acting as Compliance Coordinator for the PBIRC, presented materials he had collected regarding the collision, and Captains Riggle, Hill, and Dunaway gave testimony regarding the circumstances.  Erik Eriksson and David McNamara attended the hearing as counsel representing the Pilot Board, Keith LeTourneau attended as counsel representing Houston Pilots Captain Paul Dunaway and Captain Stephan Hill, and James Brown attended as counsel representing Houston Pilot Captain Michael Riggle. Finally, CDR. Bottiglieri and Lt. Trent of the United States Coast Guard Sector Houston-Galveston were also present at the hearing, in the capacity of advisors.  Following the hearing, the PBIRC unanimously approved findings and recommendations regarding the collision. The PBIRC concluded that there was "no willful misconduct" on the part of any of the pilots. The PBIRC's full report on the matter, with its proposed findings and recommendations, is attached to this RCA.		

**Full Recommendation:**

The Pilot Board, at its May 21, 2013 meeting, approve the Pilot Board Investigation and Recommendation Committee's proposed findings and recommendations regarding the matter of the ELKA APOLLON collision with MSC NEDERLAND October 29, 2011, in the Houston Ship Channel, 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.

**Pilot Board Investigation and Recommendation Committee**

**In the Matter of ELKA APOLLON collision with MSC NEDERLAND**

**Summary of Proceedings:**

1. On September 7, 2012, the Pilot Board Investigation and Recommendation Committee ("PBIRC") Advisory Subcommittee held a meeting and determined that this matter warranted a PBIRC full hearing to hear testimony and consider the facts.
2. On March 21, 2013, the PBIRC held a full hearing.
3. PBIRC entered into the record each member's qualifications to hear and make recommendations regarding the matter.
4. The following undisputed chronology of events was provided to the Pilot Board Investigation and Recommendation Committee ("PBIRC") by PBIRC Compliance Coordinator Mike Usher, and entered into the record a binder of case materials regarding his investigation of the matter (the "Case Materials"):
  - a. October 29, 2011, the chemical tanker ELKA APOLLON collided with the MSC NEDERLAND in the vicinity of Bayport Ship Channel flare and the Houston Ship Channel.
  - b. United States Coast Guard Sector Houston Galveston and the National Transportation Safety Board opened a joint informal marine casualty investigation.
  - c. The PBIRC was designated as Party in Interest into the investigation.
  - d. The PBIRC Compliance Coordinator attended marine casualty site assessments and witness interviews.
  - e. Submissions and further evidence by the pilots affected was included in the Case Materials and entered into the record.

**Summary of Facts:**

1. At 06:00, on October 29, 2011, Houston Branch Pilots Captain Paul F. Dunaway and Captain Stephan M. Hill boarded the chemical tanker ELKA APOLLON at Oil Tanking of Texas for a two pilot transit outbound to sea. (See Exhibit A, Part 2 Interview Transcript).
2. Captain Hill, the first pilot at the conn during the ELKA APOLLON's outbound transit, navigated the tanker along the Houston Ship Channel for about 12 miles until

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relieved at Morgan's Point about 08:30 by the second pilot, Captain Dunaway. (See Transcript of Hearing, page 29; Exhibit A, Part 2 Interview Transcript).

3. Captain Dunaway called VTS (Vessel Traffic Service) and received traffic information.
4. Captain Dunaway identified MR EARL on his PPU (portable piloting unit), which provides electronic charting information to assist in navigating and identifying other vessels. (See Exhibit A, Part 2 Interview Transcript).
5. Based on the PPU information, Captain Dunaway determined that MR EARL's presence was a non-issue and clicked him off his unit. (See Exhibit A, Part 2 Interview Transcript).
6. At 08:54, the UTV (Uninspected Towing Vessel) MR EARL broadcast his vessel's progress and intentions over VHF radio to exit the Bayport Ship Channel and turn outbound (south) on the Houston Ship Channel. (See Exhibit A, Part 4 Interview Transcript, Part 5 Voyage Data Recorder Transcript).
7. At 08:55, Captain Dunaway contacted Houston Branch Pilot Captain Riggle, on board the inbound MSC NEDERLAND, to determine a suitable passing arrangement. (See Exhibit A, Part 2 Interview Transcript, Part 3 Interview Transcript).
8. Both pilots agreed on a one whistle (port-to-port) passing arrangement in the vicinity of beacons 75/76, just below the intersection of Houston Ship Channel and Bayport Ship Channel flare. (See Exhibit A, Part 2 Interview Transcript, Part 3 Interview Transcript).
9. As the ELKA APOLLON approached the northern portion of the Bayport flare, Captain Dunaway ordered a series of rudder commands to maneuver his vessel to the right of center channel and go deep into the southern portion of the flare and follow along the curve, to allow the MSC NEDERLAND more room. (See Transcript of Hearing, page 48; Exhibit A, Part 2 Interview Transcript).
10. While approaching the southern portion of the Bayport flare, at 09:03, Captain Dunaway visually identified MR EARL departing the Bayport Ship Channel and entering into the Houston Ship Channel. (See Exhibit A, Part 2 Interview Transcript).
11. Captain Dunaway immediately contacted MR EARL and stated "MR EARL don't squeeze over here my stem is getting ready to come your direction." (See Exhibit A, Part 2 Interview Transcript, Part 5 Voyage Data Recorder Transcript).
12. MR EARL responded, "Right yeah squeezing over." (See Exhibit A, Part 5 Voyage Data Recorder Transcript).

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13. Due to the unanticipated presence of MR EARL, Captain Dunaway ordered port rudder to avoid collision, causing the aspect of the ELKA APOLLON'S heading to change and veer to the left side of the channel in the direction of the inbound MSC NEDERLAND. (See Exhibit A, Part 2 Interview Transcript).
14. Captain Dunaway immediately contacted the MSC NEDERLAND and stated "Kick her up and get out of there", and then ordered the ELKA APOLLON "Emergency full ahead speed and hard starboard rudder", followed by "Sound the danger signal and drop starboard anchor". (See Exhibit A, Part 5 Voyage Data Recorder Transcript).
15. Captain Riggle, on board the inbound MSC NEDERLAND, ordered "Emergency full ahead speed and hard port rudder". (See Exhibit A, Part 5 Voyage Data Recorder Transcript).
16. The collision avoidance maneuvers performed by both ELKA APOLLON and MSC NEDERLAND did not prevent collision.
17. At 09:05, the ELKA APOLLON struck the port amidships deck level area of the MSC NEDERLAND. (See Exhibit A Part 2 Interview Transcript, Part 3 Interview Transcript, Part 5 Voyage Data Recorder Transcript).
18. There were no reported injuries or pollution. (See Exhibit A, Part 6 VTS Incident Report).

**Proposed Findings:** Following its deliberations, the PBIRC proposes the following findings:

1. No willful misconduct on the part of Captain Michael Riggle and close the matter to file.
2. No willful misconduct on the part of Captain Hill and close the matter to file.
3. No willful misconduct on the part of Captain Dunaway and close the matter to file.

**Proposed Recommendations:** Following its deliberations, the PBIRC proposes the following recommendation to the Board of Pilot Commissioners for Harris County Ports:

1. That Captain Riggle's post incident maneuvers were commendable and noted by the PBIRC.
2. That Captain Dunaway continue with his ship handling school plan in France and that he bring those results from the recreation back for incorporation into a bridge management team training module of some sort so that the results of that incident get shared in an effort to prevent it from potentially occurring again.



## Request for Pilot Board Action

<b>Category:</b> Pilot Matters	<b>Agenda Date:</b> May 21, 2013	<b>Agenda Section:</b> D - 2
<b>From:</b> <b>Division:</b> Legal <b>Department:</b> Pilot Administration	<b>Staff Contact:</b> Erik Eriksson	
<b>Summary Recommendation:</b> Recommendation for renewal of Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain Paul G. Brown.		
<b>Background:</b> Prior authorizing Pilot Board action: Minute No. 2009-0623-35.  The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel, and an investigation including a criminal background check and the applicant's accident history is conducted.		
<b>Staff Evaluation/Justification:</b> Captain Paul G. Brown has applied for renewal of his commission as Branch Pilot for the Galveston Bar and Houston Ship Channel. The application includes a renewal request on his behalf from the Houston Pilots and evidence of his ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.  After an assessment of his qualifications and the documents filed with his application, the ARC determined that Captain Paul G. Brown meets the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.041, and the Rules and Regulations governing Pilots and Pilotage on the Houston Ship Channel Between the Galveston Bar and the Turning Basin Terminal.  Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain Paul G. Brown to renew his commission as Branch Pilot for the Galveston Bar and the Houston Ship Channel. Such commission is for a four-year term.		
<b>Full Recommendation:</b> The Pilot Board, at its May 21, 2013 meeting, recommend to the Governor the renewal of the commission of Captain Paul G. Brown as Branch Pilot for the Galveston Bar and the Houston Ship Channel for a four-year term effective September 27, 2013, 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.		

## Request for Pilot Board Action

<b>Category:</b> Pilot Matters	<b>Agenda Date:</b> May 21, 2013	<b>Agenda Section:</b> D - 3
<b>From:</b> <b>Division:</b> Legal <b>Department:</b> Pilot Administration	<b>Staff Contact:</b> Erik Eriksson	
<b>Summary Recommendation:</b> Recommend Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain Matthew H. Glass		
<b>Background:</b> Prior authorizing Pilot Board action: Minute No. 2010-0928-03  The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel, and an investigation including a criminal background check and the applicant's accident history is conducted.		
<b>Staff Evaluation/Justification:</b> Captain Matthew H. Glass has successfully completed his three year deputyship and has applied for commission as Branch Pilot for the Galveston Bar and Houston Ship Channel. His application includes a recommendation request on his behalf from the Houston Pilots and evidence of his ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.  After an assessment of his qualifications and the documents filed with his application, the ARC determined that Captain Matthew H. Glass meets the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.041, and the Rules and Regulations governing Pilots and Pilotage on the Houston Ship Channel Between the Galveston Bar and the Turning Basin Terminal.  Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain Matthew H. Glass for commission as Branch Pilot for the Galveston Bar and the Houston Ship Channel. Such commission is for a four-year term.		
<b>Full Recommendation:</b> The Pilot Board, at its May 21, 2013 meeting, recommend to the Governor the commission of Captain Matthew H. Glass as Branch Pilot for the Galveston Bar and the Houston Ship Channel for a four-year term effective September 28, 2013 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.		

### Request for Pilot Board Action

<b>Category:</b> Pilot Matters	<b>Agenda Date:</b> May 21, 2013	<b>Agenda Section:</b> D - 4
<b>From:</b> <b>Division:</b> Legal <b>Department:</b> Pilot Administration	<b>Staff Contact:</b> Erik Eriksson	
<b>Summary Recommendation:</b> Recommendation for renewal of Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain Hugh A. Guidry.		
<b>Background:</b> Prior authorizing Pilot Board action: Minute No. 2009-0825-38.  The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel, and an investigation including a criminal background check and the applicant's accident history is conducted.		
<b>Staff Evaluation/Justification:</b> Captain Hugh A. Guidry has applied for renewal of his commission as Branch Pilot for the Galveston Bar and Houston Ship Channel. The application includes a renewal request on his behalf from the Houston Pilots and evidence of his ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.  After an assessment of his qualifications and the documents filed with his application, the ARC determined that Captain Hugh A. Guidry meets the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.041, and the Rules and Regulations governing Pilots and Pilotage on the Houston Ship Channel Between the Galveston Bar and the Turning Basin Terminal.  Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain Hugh A. Guidry to renew his commission as Branch Pilot for the Galveston Bar and the Houston Ship Channel. Such commission is for a four-year term.		
<b>Full Recommendation:</b> The Pilot Board, at its May 21, 2013 meeting, recommend to the Governor the renewal of the commission of Captain Hugh A. Guidry as Branch Pilot for the Galveston Bar and the Houston Ship Channel for a four-year term effective September 28, 2013, 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.		

## Request for Pilot Board Action

<b>Category:</b> Pilot Matters	<b>Agenda Date:</b> May 21, 2013	<b>Agenda Section:</b> D - 5
<b>From:</b> <b>Division:</b> Legal <b>Department:</b> Pilot Administration	<b>Staff Contact:</b> Erik Eriksson	
<b>Summary Recommendation:</b> Recommendation for renewal of Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain James J. Hensley.		
<b>Background:</b> Prior authorizing Pilot Board action: Minute No. 2009-0623-34.  The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel, and an investigation including a criminal background check and the applicant's accident history is conducted.		
<b>Staff Evaluation/Justification:</b> Captain James J. Hensley has applied for renewal of his commission as Branch Pilot for the Galveston Bar and Houston Ship Channel. The application includes a renewal request on his behalf from the Houston Pilots and evidence of his ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.  After an assessment of his qualifications and the documents filed with his application, the ARC determined that Captain James J. Hensley meets the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.041, and the Rules and Regulations governing Pilots and Pilotage on the Houston Ship Channel Between the Galveston Bar and the Turning Basin Terminal.  Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain James J. Hensley to renew his commission as Branch Pilot for the Galveston Bar and the Houston Ship Channel. Such commission is for a four-year term.		
<b>Full Recommendation:</b> The Pilot Board, at its May 21, 2013 meeting, recommend to the Governor the renewal of the commission of Captain James J. Hensley as Branch Pilot for the Galveston Bar and the Houston Ship Channel for a four-year term effective August 28, 2013, 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.		

## Request for Pilot Board Action

<b>Category:</b> Pilot Matters	<b>Agenda Date:</b> May 21, 2013	<b>Agenda Section:</b> D - 6
<b>From:</b> <b>Division:</b> Legal <b>Department:</b> Pilot Administration	<b>Staff Contact:</b> Erik Eriksson	
<b>Summary Recommendation:</b> Recommendation for renewal of Branch Pilot Commission in and for the Houston Ship Channel and Galveston Bar: Captain William J. Mitchell.		
<b>Background:</b> Prior authorizing Pilot Board action: Minute No. 2009-0623-36.  The Application Review Committee (ARC) of the Pilot Board considers whether applicants meet the statutory and regulatory requirements for pilots on the Houston Ship Channel. Among other things, applicants undergo a physical examination to determine if an applicant is in good mental and physical health in order to perform the duties of pilotage on the Houston Ship Channel, and an investigation including a criminal background check and the applicant's accident history is conducted.		
<b>Staff Evaluation/Justification:</b> Captain William J. Mitchell has applied for renewal of his commission as Branch Pilot for the Galveston Bar and Houston Ship Channel. The application includes a renewal request on his behalf from the Houston Pilots and evidence of his ability to enter into a faithful performance bond in the amount of \$25,000 payable to the governor.  After an assessment of his qualifications and the documents filed with his application, the ARC determined that Captain William J. Mitchell meets the requirements of Chapter 66 of the Texas Transportation Code, Houston Pilots Licensing and Regulatory Act, Section 66.041, and the Rules and Regulations governing Pilots and Pilotage on the Houston Ship Channel Between the Galveston Bar and the Turning Basin Terminal.  Accordingly, the ARC respectfully submits to the Pilot Board the application of Captain William J. Mitchell to renew his commission as Branch Pilot for the Galveston Bar and the Houston Ship Channel. Such commission is for a four-year term.		
<b>Full Recommendation:</b> The Pilot Board, at its May 21, 2013 meeting, recommend to the Governor the renewal of the commission of Captain William J. Mitchell as Branch Pilot for the Galveston Bar and the Houston Ship Channel for a four-year term effective September 28, 2013, 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.		