

BOARD FOR BRANCH PILOTS MEETING

MINUTES

The Virginia Board for Branch Pilots met on Friday, August 1, 2003, 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
Robert T. Hasler, Jr.
Captain W. Hugh McCrory, Jr.
P. Warren Spratley, Jr.
Meade G. Stone, Jr.

Captain Milton B. Edmunds and Judge Edgar A. Massenburg were not present at the meeting.

Staff present for the meeting were:

Sandra Whitley Ryals, Chief Deputy Director
Mark N. Courtney, Executive Director
Marian H. Brooks, Program Administrator

Ellen E. Coates, Assistant Attorney General, was present at the meeting.

Finding a quorum of the Board present, Mr. Hasler, President, called the meeting to order at 9:37 a.m.

Call to Order

After deferring the agenda item entitled "Presentation of Resolution" to the next meeting, Captain McCrory moved to approve the agenda as amended. Mr. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Hasler, McCrory, Spratley, and Stone.

Approval of Agenda

Captain Callis moved to approve the minutes from the May 5, 2003, Board meeting as amended. Mr. Stone seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Hasler, McCrory, Spratley, and Stone.

Approval of Minutes

Captain Callis provided the Board with a report of the examinations conducted by the Examination Administrators on Thursday, July 31, 2003. The following report was made:

Examination Administrators Report

Michael S. Eubanks

Mr. Eubanks has successfully completed his first two years of the Apprenticeship Program. Mr. Eubanks answered several questions related to the initial license. The subjects included duties of a pilot, master/pilot exchange of information, courses and distances from Cape Henry to Hospital Point, docking and undocking situations without towboat assistance, relationships with docking masters, tides and currents, bridge clearances, local vessel traffic, and license limitations. Mr. Eubanks completed a sketch of Hampton Roads harbor, demonstrating spatial awareness of channel positions related to land masses. Mr. Eubanks stood a good examination and was found to be qualified. Captain Callis moved that Mr. Eubanks be granted a Limited Branch Pilot License with an Alpha classification (200 ship units and a maximum draft of 23 feet or 125 ship units and a maximum draft of 25 feet). Mr. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Hasler, McCrory, Spratley, and Stone.

Mr. Hasler presented Mr. Eubanks with his license and congratulated Mr. Eubanks and his parents.

Chadwick M. Jamison

Captain Jamison answered several oral questions related to the raise in grade. The subjects included, anchoring in Newport News, Sewell's Point and Lynnhaven, docking and undocking situations with docking masters, fatigue, and master/pilot exchange of information. Captain Jamison stood a good examination and was found to be qualified. Captain Callis moved that Captain Jamison be raised from the Bravo classification (300 ship units and 25 feet maximum draft or 225 ship units and 27 feet maximum draft) to the Charlie classification (325 ship units 29 feet maximum draft). Mr. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Hasler, McCrory, Spratley, and Stone.

Herbert R. Green

Captain Green answered several oral questions related to the raise in grade. The subjects included, anchoring positions in Lynnhaven, Sewell's Point, and Newport News, docking and undocking in Newport News, emergency maneuvers, fatigue, and license limitations. Captain Green stood a good examination and was found to be qualified. Captain Callis moved that Captain Green be raised from the Charlie classification (325

ship units and 29 feet maximum draft) to the Delta Classification (400 ship units and 31 feet maximum draft). Mr. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Hasler, McCrory, Spratley, and Stone.

Frank M. Rabena

Captain Rabena answered several oral questions related to the raise in grade. The subjects included, anchoring positions in Lynnhaven, Newport News, and Sewell's Point, anchoring techniques with deep loaded vessels, safe speed, and under keel clearance. Captain Rabena stood a good examination and was found to be qualified. Captain Callis moved that Captain Rabena be raised from the Echo classification (475 ship units and 33 feet maximum draft) to the Foxtrot classification (550 ship units and 35 feet maximum draft or 375 ship units and 38 feet maximum draft). Mr. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Hasler, McCrory, Spratley, and Stone.

Gustave B. Schill

Captain Schill answered several oral questions related to the raise in grade. The subjects included, anchoring positions in Lynnhaven, and Newport News, anchoring techniques with deep loaded vessels, and master/pilot exchange of information. Captain Schill stood a good examination and was found to be qualified. Captain Callis moved that Captain Schill be raised from the Foxtrot classification (550 ship units and 35 feet maximum draft or 375 ship units and 38 feet maximum draft) to the Golf classification (625 ship units and 38 feet maximum draft or 450 ship units and 42 feet maximum draft). Mr. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Hasler, McCrory, Spratley, and Stone.

Charles I. Boggs

Captain Boggs answered several oral questions related to the raise in grade. The subjects included, large vessels, the effects of current on tide ships, effects of overtaking deep draft vessels, Naval vessel characteristics, terminology, and chain of command. Captain Boggs stood a good examination and was found to be qualified. Captain Callis moved that Captain Boggs be raised from the Hotel classification (725 ship units and 41 feet maximum draft or 550 ship units and 45 feet maximum draft) to an Unlimited Branch Pilot License. Mr. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Callis,

Cherry, Cofer, Hasler, McCrory, Spratley, and Stone.

Kevin D. Hartz

Captain Hartz answered several oral questions related to the raise in grade. The subjects included, large vessels, the effects of current on tide ships, effects of overtaking deep draft vessels, Naval vessel characteristics, terminology, and chain of command. Captain Hartz stood a good examination and was found to be qualified. Captain Callis moved that Captain Hartz be raised from the Hotel classification (725 ship units and 41 feet maximum draft or 550 ship units and 45 feet maximum draft) to an Unlimited Branch Pilot License. Mr. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Hasler, McCrory, Spratley, and Stone.

Jonathon D. Worth

Captain Worth answered several oral questions related to the extension of route. The subjects included, courses and distances from the James River Bridge to the Deep Water Terminal, bridge clearances, power line clearances, areas susceptible to wake damage, safe speed, and non-designated anchorage positions. Captain Worth stood a good examination and was found to be qualified. Captain Callis moved that Captain Worth be granted an extension of route from the James River Bridge to Richmond, upon the James River. Mr. Cherry seconded the motion which was unanimously approved by Messrs. and Captains: Callis, Cherry, Cofer, Hasler, McCrory, Spratley, and Stone.

Mr. Hasler informed the Board members that he had received a letter from Richard Zorn indicating that he had taken a new position and was no longer in the Office of the Attorney General. The Board members directed Mr. Courtney to invited Mr. Zorn to the next meeting so that they could thank him for his service to the Board. The Board members also asked that Mr. Courtney notify them when permanent counsel has been assigned to the Board.

Other Business

The Board members reviewed a letter from Captain Cofer regarding the actions of Captain Schill to ensure the safety of the M/V SENECA MAIDEN in undocking and transit on the Southern Branch.

Mr. Courtney provided the Board members with an article from the June 1, 2003, edition of the *Richmond Times Dispatch* concerning Columbia River (Oregon) bar pilots.

Mr. Courtney provided the Board members with the *New Board Member Training Manual 2003-2004* on compact disk.

Mr. Courtney reminded the Board members that the next meeting, scheduled for November 3, 2003, would start at 10:00 a.m. as the Examination Administrators would be conducting the examinations that same morning.

Conflict of Interest forms were completed by all members present.

Conflict of Interest
Forms

There being no further business, the meeting was adjourned at 10:30 a.m.

Adjourn



Robert T. Hasler, Jr., President



Louise Fontaine Ware, Secretary

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Custodian of Records