

**BOARD FOR BRANCH PILOTS
PILOT CLASSIFICATION COMMITTEE MINUTES**

The Pilot Classification Committee met on Wednesday, December 8, 2010, at the Virginia Pilot Association, 3325 Shore Drive, Virginia Beach, Virginia, with the following members present:

Captain Robert H. Callis, III
Meade G. Stone, Jr.

Staff present for the meeting:

Kathleen R. Nosbisch, Executive Director

There was no representative present from the Office of the Attorney General.

Mr. Stone, Chair, called the meeting to order at 12:05 p.m.

Call to Order

Captain Callis moved to approve the agenda. Mr. Stone seconded the motion which was unanimously approved by Messr. and Captain: Callis and Stone.

**Approval of
Agenda**

The Committee reviewed documents from Captain David Ware and the minutes from the December 11, 2001, Board meeting regarding past increases in classification. Captain Callis suggested that, if the Committee's recommendation were approved by the full board at its December 14, 2010, meeting, the classification increase should not become effective until the licensee is deemed qualified by the Board. The Committee conducted a comprehensive analysis of the unit conversion to gross tons and increase required in 2001, the last increase in 2007, and the proposed increase from Captain Ware. The Committee also analyzed statistics of all ships that navigated Virginia waters in the past year, the gross tonnage of each vessel, and where it falls in license classification.

**Discussion of Ship
Units**

Due to a limitation of gross tons, Limited Branch Pilots are missing a meaningful amount of ships in certain classifications. Increasing the limitations to open specific categories will provide Limited Branch Pilots with more opportunities for a satisfactory amount of ships prior to advancing to the next category of license. After a thorough review and discussion of documents provided, and looking at pairs of license classifications, the Committee also conducted a telephonic interview with Captain David Ware. The Committee recommends increasing the limitation of several classes of licenses as indicated on the handout provided by Captain Ware. The changes are as follows:

Alpha remains 16,000gt/25' maximum draft
Bravo 24,000gt/28' to 25,000/28' maximum draft
Charlie 28,000/30' to 32,000gt/32' maximum draft
Delta 32,000gt/32' to 38,000gt/34' maximum draft

Echo 36,000gt/34' to 42,000gt/36' maximum draft
Foxtrot 40,000gt/38' to 46,000gt/40' maximum draft
Golf 50,000/42' to 55,000gt/42' maximum draft
Hotel 60,000gt/46' to 64,000gt/46' maximum draft

When limited pilots reach Delta classification, they obtain their first class federal pilot license. Once they obtain that license, they require an additional 360 sea days for their unlimited federal inland masters license prior to becoming an unlimited pilot. Four hours or more on a ship constitutes a sea day. Increasing the gross tons will also assist them in obtaining required time. Under the current apprenticeship program structure, Limited Branch Pilots run the risk of not obtaining enough sea days. Increasing the Hotel classification allows for handling of the smallest post-panamax ships which better prepares them for an unlimited license.

Mr. Stone recognized the detailed work of Captain Ware. Captain Callis will provide a presentation during the December 14 Board meeting to illustrate the benefits of increasing the classifications.

The Committee will also recommend to the Board that the Apprenticeship Committee of the Virginia Pilot Association add future tracking of each classification as part of its annual review and approval submitted to the Board. The Committee further suggests that the Apprenticeship Committee include vessel draft, as well as gross tonnage, when tracking the classification.

There was no other business.

Other Business

Conflict of Interest forms were completed by all members present.

**Conflict of Interest
Forms**

There being no further business, the meeting was adjourned at 2:54 p.m.

Adjourn

Meade G. Stone, Jr., Chair

Gordon N. Dixon, Secretary