

Minutes of the Board for Branch Pilots
Examining Committee
March 19, 2018

The Examining Committee met at 8:15 AM in the Virginia International Terminals conference room, 600 World Trade Center, Norfolk, VA.

Committee members present were: Capt. Robert H. Callis, III, Capt. J. William Cofer, Capt. E. Waightstill Avery, and Capt. J. W. Whiting Chisman, III.

The meeting was called to order at 8:15 AM.

The purpose of the meeting was to examine:

Richard Austin Lyons for a raise in grade from a Bravo License (33,000 gross tons and 30 feet maximum draft) to a Charlie License (38,000 gross tons and 33 feet maximum draft) and to complete the limited branch license from Sea to Wolf Trap to include Cape Charles Anchorage.

Ryan Robert Nienstedt for a raise in grade from a Bravo License (33,000 gross tons and 30 feet maximum draft) to a Charlie License (38,000 gross tons and 33 feet maximum draft) and to complete the limited branch license from Sea to Wolf Trap to include Cape Charles Anchorage.

Timothy Delaney Oksman for a raise in grade from a Bravo License (33,000 gross tons and 30 feet maximum draft) to a Charlie License (38,000 gross tons and 33 feet maximum draft) and to complete the limited branch license from Sea to Wolf Trap to include Cape Charles Anchorage.

Branch Pilot Michael S. Eubanks for an extension of route upon the Chesapeake Bay from Sea to Wolf Trap to include Cape Charles Anchorage.

Branch Pilot William G. Saunders, Jr. for an extension of route upon the Chesapeake Bay from Sea to Wolf Trap to include Cape Charles Anchorage.

Richard Austin Lyons answered oral questions related to the raise in grade and the completion of the limited branch license. The subjects included courses and distances from Cape Henry to Wolf Trap, safe anchoring positions in Sewell's Point, Lynnhaven and Cape Charles Anchorage, anchorage regulations in the Regulated Area, JHOC notification point, safe anchoring distance and under keel clearance, precautions in reduced visibility, local traffic and knowledge, limitations of bow thrusters and determining the need for tugboat assistance for docking/undocking and safe vessel speed.

Ryan Robert Nienstedt answered oral questions related to the raise in grade and the completion of the limited branch license. The subjects included courses and distances from Cape Henry to Wolf Trap, safe anchoring positions in Sewell's Point, Lynnhaven and Cape Charles Anchorage, anchorage regulations in the Regulated Area, JHOC notification point, safe anchoring distance and under keel clearance, precautions in reduced visibility, local traffic and knowledge, limitations of bow thrusters and determining the need for tugboat assistance for docking/undocking and safe vessel speed.

Timothy Delaney Oksman answered oral questions related to the raise in grade and the completion of the limited branch license. The subjects included courses and distances from Cape Henry to Wolf Trap, safe anchoring positions in Sewell's Point, Lynnhaven and Cape Charles Anchorage, anchorage regulations in the Regulated Area, JHOC notification point, safe anchoring distance and under keel clearance, precautions in reduced visibility, local traffic and knowledge, limitations of bow thrusters and determining the need for tugboat assistance for docking/undocking and safe vessel speed.

Branch Pilot Michael S. Eubanks answered oral questions related to the extension of route. The subjects included courses and distances from Cape Henry to Wolf Trap, safe anchoring positions in Cape Charles Anchorage, anchorage regulations in the Regulated Area, JHOC notification point, local traffic and knowledge, draft limitations due to adverse weather and safe vessel speed.

Branch Pilot William G. Saunders, Jr. answered oral questions related to the extension of route. The subjects included courses and distances from Cape Henry to Wolf Trap, safe anchoring positions in Cape Charles Anchorage, anchorage regulations in the Regulated Area, JHOC notification point, local traffic and knowledge, draft limitations due to adverse weather and safe vessel speed.

The Examining Committee adjourned at 11:20AM.

After considering the results of the examination, the Examining Committee recommends Richard Austin Lyons for a raise in grade from a Bravo License (33,000 gross tons and 30 feet maximum draft) to a Charlie License (38,000 gross tons and 33 feet maximum draft) and complete the limited branch license from Sea to Wolf Trap to include Cape Charles Anchorage.

After considering the results of the examination, the Examining Committee recommends Ryan Robert Nienstedt for a raise in grade from a Bravo License (33,000 gross tons and 30 feet maximum draft) to a Charlie License (38,000 gross tons and 33 feet maximum draft) and complete the limited branch license from Sea to Wolf Trap to include Cape Charles Anchorage.

After considering the results of the examination, the Examining Committee recommends Timothy Delaney Oksman for a raise in grade from a Bravo License (33,000 gross tons and 30 feet maximum draft) to a Charlie License (38,000 gross tons and 33 feet maximum draft) and complete the limited branch license from Sea to Wolf Trap to include Cape Charles Anchorage.

Branch Pilot Michael S. Eubanks has applied to the United States Coast Guard for a First Class Pilot extension of route from Sea to Wolf Trap to include the Cape Charles anchorage. Capt. Eubanks successfully completed the oral examination with the Board for Branch Pilots Examining committee. After considering the results of the examination, the Examining Committee recommends, upon receiving his Federal license, Branch Pilot Michael S. Eubanks for an extension of route from Sea to Wolf Trap to include Cape Charles Anchorage.

Branch Pilot William G. Saunders, Jr. has applied to the United States Coast Guard for a First Class Pilot extension of from Sea to Wolf Trap to include the Cape Charles anchorage. Capt. Saunders successfully completed the oral examination with the Board for Branch Pilots Examining committee. After considering the results of the examination, the Examining Committee recommends, upon receiving his Federal license, Branch Pilot William G. Saunders, Jr. for an extension of route from Sea to Wolf Trap to include Cape Charles Anchorage.

Respectfully submitted,

Capt. Robert H. Callis, III