

**BOARD FOR BRANCH PILOTS  
MEETING AGENDA  
September 13, 2019 at 11:30 a.m.  
Virginia Port Authority Board Room  
Norfolk, Virginia**

1. Call to Order
2. Safety Evacuation Instructions
3. Moment of Silence – Charles Amory
4. Approval of Agenda
5. Approval of Minutes - June 14, 2019, Board Meeting
6. Public Comment Period\*
7. Exam Administrator’s Report
8. Branch Pilot Retirement
9. Review of Notification Letter – Captain Speckhart – Atlantic Star
10. Consideration of 2020 Meeting Dates
11. Board Member Training
12. Merit
13. Periodic Regulatory Review
14. Financial Statements
15. Other Business
16. Conflict of Interest Forms / Travel Vouchers
17. Adjourn

**NEXT MEETING SCHEDULED FOR DECEMBER 13, 2019 AT 10:30 A.M.**

\*Agenda materials made available to the public do not include disciplinary case files or application files pursuant to §54.1-108 of the *Code of Virginia*.

\*Persons desiring to participate in the meeting and requiring special accommodations or interpretative services should contact the Department at (804) 367-8514 at least ten days prior to the meeting so that suitable arrangements can be made for an appropriate accommodation. The Department fully complies with the Americans with Disabilities Act.

# Call to Order

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# **Safety Evacuation Instructions**

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## FUNERAL SERVICE

Friday, Aug. 9, 2019  
11:00 AM

St. John's Episcopal Church  
Hampton, VA

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## RESOURCES

- More Obituaries for Charles Amory
- Looking for an obituary for a different person with this name?
- Find a Different C. Amory

## Charles Reginald Amory Jr.

1940 - 2019

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All good things must come to an end and so they did when Charles Amory passed away on Friday, August 2, 2019.

Born on June 19, 1940, Charles spent his childhood in Hampton, at his grandparents' Shellneck Farm in Battery Park, and at Windmill Point in the summers. He grew up on the water, hunting, fishing, & sailing. He attended Hampton High School where he played football under Coach Suey Eason and hunted with Kenton Patrick in the mornings before school. Charles finished his senior year and a PG year at Randolph Macon Academy in Front Royal, and was set to go to Virginia Tech until a lunch conversation with Jack Horseman resulted in a recruitment meeting later that evening. The rest, as they say, is history, as he was at VMI for football practice the following Monday morning. As anyone who has been there knows, VMI became and remained a large part of his life. He attended bi-monthly lunches with his brother rats until his death.


Charles became "everyone's favorite husband" in June 1964 when he married Quinby James. They celebrated their 55th wedding anniversary in June and are a shining example of the partnership a marriage should be. When his father became ill shortly after the wedding, Charles went from working on the dock to running the family seafood business, L.D. Amory and Co., Inc. At 23, he was suddenly supporting not only his new bride, but also his parents and grandmother. He took on the responsibility with grit and determination and became the epitome of honesty and integrity in business as in life. Three years later he began the greatest job of his life, father to Aurelia, Meade, and Maggie, and eventually grandfather to Max, Amory, James, Charles Henry, Langley, Mackenzie, and Quinby.

Charles spent the next 50 years growing the business started by his grandfather in 1917 and devoting his life to his family, friends, and the community he loved. A landmark in downtown Hampton, "the dock" has employed many a

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neighbor's teenager, served as a venue for charity fundraisers and parties of all kinds, and has kept the working waterfront alive in downtown Hampton for over 100 years. Charles was "the dock" for everyone in Hampton and the surrounding areas and hundreds of customers and vendors throughout the country. He loved his employees and considered them family. He was very concerned with integrity and truth in business and was a businessman with heart. He was very active in the seafood industry and worked in various capacities throughout the years as fisheries became more and more regulated. Charles served on numerous seafood industry boards including the Atlantic States Marine Fishery Commission, Mid-Atlantic Fisheries Management Council, Virginia Seafood Council, Virginia Marine Products Board, and Finfish Management Advisory Committee.

As a father, he was second to none. There was unconditional love, and time spent on boats, and ski trips, and boats, and beach trips, and boats, and fishing trips, and more boats. The Rainbow Runner in its various iterations, SeaCraft, Hatteras, Evans and all the others in-between, was a home away from home. Most importantly he was always there for his family even with the 24/7/365 nature of the family business.

Charles was honest, kind, shrewd, soft-hearted, generous, funny, and loving. You'd be hard-pressed to find an unkind word spoken about Charlie Amory. He treated others as he wanted to be treated and was always there when needed, willing to lend a hand. He rarely missed a Thursday night Rotary meeting in downtown Hampton, where he was a Paul Harris Fellow. Charles served on the Peninsula Community Foundation of Virginia, VIMS Council, [Salvation Army](#) of the Virginia Peninsula, Virginia Board for Branch Pilots Board, and Peninsula Ports Authority of Virginia.

Charles was preceded in death by his parents Margaret Goodson Gatling Amory and Charles Reginald Amory Sr. He is survived by his wife Quinby James Amory; daughters, Aurelia Amory Scharnhorst and Ed, and Maggie Amory Haynes and Pat; son, Charles Meade Amory; brother, Lorenzo D. "Rick" Amory and wife Marsha; grandchildren, Max and James Scharnhorst, Amory, Charles Henry, and Mackenzie Haynes, and Langley and Quinby (Q2) Amory and their mother, Terri Amory.

We'll all miss that classic Charlie twinkle and grin. His was a wonderful Hampton life surrounded by immediate family, lots of extended family, the "dock" family, and lifelong friends that became family. He was loved by everyone he met pretty much.

His was a life well lived.

A funeral service for Charles will be held Friday, August 9, 11:00 AM, at St. John's Episcopal Church, Hampton, led by Rev. Samantha Vincent-Alexander. Burial will follow in the church cemetery. A reception will then be held at the Hampton Yacht Club.

Memorial gifts can be made to St. John's Episcopal Church, 100 West Queens Way, Hampton, VA 23669. Online condolences to [claytorrollins.com](http://claytorrollins.com). Claytor Rollins Funeral Home, Poquoson, is in charge.

Published in Daily Press on Aug. 4, 2019

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## REMEMBER

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*"He was one of the best men I have known. Always friendly..."*

**-Greg Edwards**

*"Charlie was a great man and mentor. When I worked for the..."*

**-Matt Kennell**

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Inform family & friends of Charles's passing.

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# Approval of Minutes

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**BOARD FOR BRANCH PILOTS MEETING  
MINUTES**

The Virginia Board for Branch Pilots met on Friday, June 14, 2019, at the Virginia Port Authority, 600 World Trade Center, Norfolk, Virginia, with the following members present:

Captain E. Waightstill Avery  
Captain Robert H. Callis, III  
Captain J.W. Whiting Chisman, III  
Captain J. William Cofer  
Michael Coleman, Esq.  
Thomas P. Host, III  
Patrick B. McDermott  
Christine N. Piersall

Board member, I. Vincent Behm, Jr., was not present with regrets.

Staff present for all or part of the meeting were:

Mary Broz-Vaughan, Acting Director  
Kathleen R. Nosbisch, Executive Director

Elizabeth Peay, Assistant Attorney General, was present from the Office of the Attorney General.

Members of the Audience included:

William Burket Jr., Virginia Port of Authority, Director, MIRT and Emergency Operations  
Mark Coberly, Manager, Maritime Law Department, Representative from Vandevanter Black

Finding a quorum of the Board present, Ms. Piersall, President, called the **Call to Order** meeting to order at 10:30 a.m.

Mr. Burket of the Virginia Port Authority (VPA) advised the Board of the emergency evacuation procedure and where first aid and emergency medical equipment could be located. **Safety Evacuation Instructions**

Captain Callis moved to approve the agenda. Mr. Host seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Avery, Callis, Chisman, Cofer, Coleman, Host, McDermott, and Piersall. **Approval of Agenda**

Mr. Coleman moved to approve the amended minutes from the March 15, 2019 Board meeting. Mr. McDermott seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Avery, Callis, Chisman, Cofer, Coleman, Host, McDermott, and Piersall. **Approval of Minutes**

There were no public comments.

**Public Comment**



**Period**

At the last meeting, Captain Schacherer presented a proposal from the Virginia Pilot Association Board of Directors to increase the tonnage and draft limitation categories and duration of Limited Branch licenses for consideration for approval at this meeting. Captain Chisman reviewed the recommendations for the Board's consideration.

**Proposal to Review Categories for Limited Branch Pilot Tonnage and Draft for March Meeting, letter dated September 27, 2018**

License	Previous Gross Tons / Draft	Approved Gross Tons / Draft
Alpha	21,000gt / 27'	25,000gt / 28'
Bravo	33,000gt / 30'	34,000gt / 31'
Charlie	38,000gt / 33'	38,000gt / 34'
Delta	44,000gt / 35'	45,000gt / 36'
Echo	52,000gt / 37'	55,000gt / 39'
Foxtrot	57,000gt / 41'	65,000gt / 42'
Golf	68,000gt / 43'	75,000gt / 44'
Hotel	75,000gt / 46'	91,000gt / 47'

He stated the increase is consistent with what the Board approved in 2006, 2011, and 2017. When current Echo Limited Branch Pilots test for Foxtrot license, the new draft/gross tonnage categories will apply, however the duration of the licenses will remain on the old schedule. The new schedules for gross tonnage and draft and the new schedule for duration of license will both apply to apprentice applicants sitting for an initial license in 2020. After further review, discussion and consideration of the health, safety and welfare of the citizens of the Commonwealth, Mr. McDermott moved to adopt the proposed increases in gross tonnage and draft for the limited branch pilot licenses. Captain Avery seconded the motion which was unanimously approved by Messrs. and Captains: Avery, Callis, Chisman, Cofer, Coleman, Host, McDermott, and Piersall.

Ms. Nobsch informed the Board that the unexpired term of President filled by Ms. Piersall upon Mr. Stone's retirement, expired May 31, 2019. Ms. Nobsch stated that as the Board has not met since then, elections were to be held. The terms are for four years. Captain Chisman nominated Ms. Piersall as President. Captain Callis seconded the motion. As there were no other nominations from the floor, Ms. Nobsch closed the nominations. Ms. Piersall was unanimously approved by Messrs., Mme. and Captains: Avery, Callis, Chisman, Cofer, Coleman, Host, McDermott, and Piersall. Mr. McDermott nominated Captain Cofer as Vice President. Mr. Host seconded the motion. As there were no other nominations from the floor, Ms. Nobsch closed the nominations. Captain Cofer was unanimously approved by Messrs., Mme. and Captains: Avery, Callis, Chisman, Cofer, Coleman, Host, McDermott, and Piersall. The Board congratulated Ms. Piersall and Captain Cofer.

**Election of President and Vice President**

Ms. Nosbisch stated Mr. Host and his brother, David, received the Distinguished Service Award at the Virginia Maritime Association Annual Banquet. Mr. Host stated his father received the same award in 1981. He stated he and his brother were honored to be recipients of this prestigious award.

**Virginia  
Maritime  
Association,  
Annual Banquet  
Update**

Ms. Nosbisch stated the statistics were provided for informational purposes.

**Port Stats**

Ms. Nosbisch stated the advertisement was provided for informational purposes. Captain Cofer stated the dredging to 55 feet will begin next year, and will be a four to five year project. He stated after dredging is completed, the channel will be the only two way navigation for ultra large container vessels (ULCV) on the East coast.

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Ms. Nosbisch informed the Board that every four years, the Board is required to conduct a periodic review of the regulations and public participation guidelines. The review is to ensure the regulations: are supported by statutory authority, are necessary for the protection of the health, safety and welfare of the public, are clearly written and easily understood, and ensure the economic impact on small business is minimized as much as possible. Public Comment will be accepted August 19 through September 9, 2019 and shared with the Board at the next meeting.

**Periodic  
Regulatory  
Review**

Ms. Nosbisch stated the financial statements were provided for informational purposes.

**Financial  
Statements**

Ms. Nosbisch reported there will be board member orientation held on October 3-4, 2019 in Midlothian; to save the date and more information will be forthcoming.

**Other Business**

Conflict of Interest forms and travel vouchers were completed by all members present.

**Conflict of  
Interest Forms  
and Travel  
Vouchers**

There being no further business, the meeting was adjourned at 10:57 a.m.

**Adjourn**

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Christine Piersall, President

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Mary Broz-Vaughan, Acting Secretary

# Public Comment

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# Exam Administrators Report

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**Retirement**  
**effective August 28, 2019:**

**Captain L. J. Stallings, III**

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Benjamin L. Speckhart  
2204 Leeward Shore Drive  
Virginia Beach, Virginia 23451

August 30, 2019

Christine N. Piersall, President  
Board for Branch Pilots  
1605 Kingfisher Court  
Chesapeake, Virginia 23321

Dear Ms. Piersall:

On August 28<sup>th</sup>, 2019, I was ordered to be on board the Atlantic Star at 1600 to transfer the ship from NIT south berth to PMT. The ship was starboard side alongside the pier at NIT south berth and would be docked starboard side alongside at PMT. At 1530 I boarded the vessel and engaged in a Master Pilot exchange and I contacted JHOC to get permission to sail the vessel. According to the Captain and Pilot card, all machinery (including bow and stern thrusters) on the vessel were in good working order. The length of the vessel is 971ft, the breadth 123ft, and the draft was 29ft 3in. The vessel also has an enclosed bridge wing. At the time of the undocking, the wind was light (less than 10 knots and out of the North) and the current was in flood condition. The docking pilot was Chris Ferguson of Independent Docking Pilots. The tug AJ McAllister was made fast to the port quarter to assist with the undocking and followed us to PMT, where it again assisted with the docking.

At 1600 we got underway from NIT south berth. At approximately 1620, after the vessel was in Craney Island Reach, the Captain turned the con of the vessel over to me. After making the turn at Lambert's Bend, I steadied the ship. At approximately 1645, Capt. Ferguson was again given the con and I was relieved. The bridge was informed that Capt. Ferguson had the con of the vessel. The vessel's speed was 6 knots. At the time of docking the vessel at PMT, the current condition and wind speed were the same as they were when undocking the vessel. However, once we were close to the pier the current was negligible. At this time, the booms of the container cranes were raised and in the up position.

Captain Ferguson maneuvered the vessel stern first through the entrance channel at PMT with no issues. During this time, I was walking back and forth to each side of the bridge wings to monitor the ships position. The AJ McAllister was made fast to the port quarter of the vessel.

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Approximately 100ft from the ship's final position, Captain Ferguson and the Captain of the vessel noticed that there was a piling extending from the pier fendering. The vessel had a sternway of less than 2 knots at this point. The engine was stopped. The piling was of concern to the Captain, so Capt. Ferguson gave a dead slow ahead command to stop the vessel's sternway. When sternway was almost stopped, Capt. Ferguson decided to lay the ship alongside the pier to better assess the situation concerning the loose piling at the pier. At approximately 1715, 30 minutes after the docking pilot took over the con of the vessel, the ship landed alongside the pier with a speed of less than .2 knots of sternway. Shortly thereafter, as the vessel slid aft alongside the pier, it made contact with the container crane. At this time, I was at the center of the bridge of the vessel. The wind speed and current were negligible at this point in the maneuver.

At the time of contact, I walked over to the starboard bridge wing to assess the situation. Capt. Ferguson told me what happened, but he couldn't see where we hit because the ceiling of the enclosed bridge wing blocked his visibility of the container crane. I walked outside and briefly looked at the crane and saw a piece of bent metal on the crane as well as a bent railing on the roof of the bridge wing. After assessing the damage, Capt. Ferguson and I determined that the ship was clear from the crane and he continued to slide the ship aft to its intended final position.

At 1815, all lines were made fast to the pier. At this time, I called the United States Coast Guard to inform them that the Atlantic Star had made contact with the container crane at PMT. I also informed them that I did not believe there were any injuries as a result of the collision. The officer informed me that an investigator would be contacting me to discuss the situation. At 1900, I spoke with the investigator and informed her that there were no injuries and I would be providing a written statement detailing the event as soon as possible.

At 2000, I arrived at the drug and alcohol testing facility where I was given a breathalyzer and State and Federal drug test. I completed the test at 2045.

Respectfully,

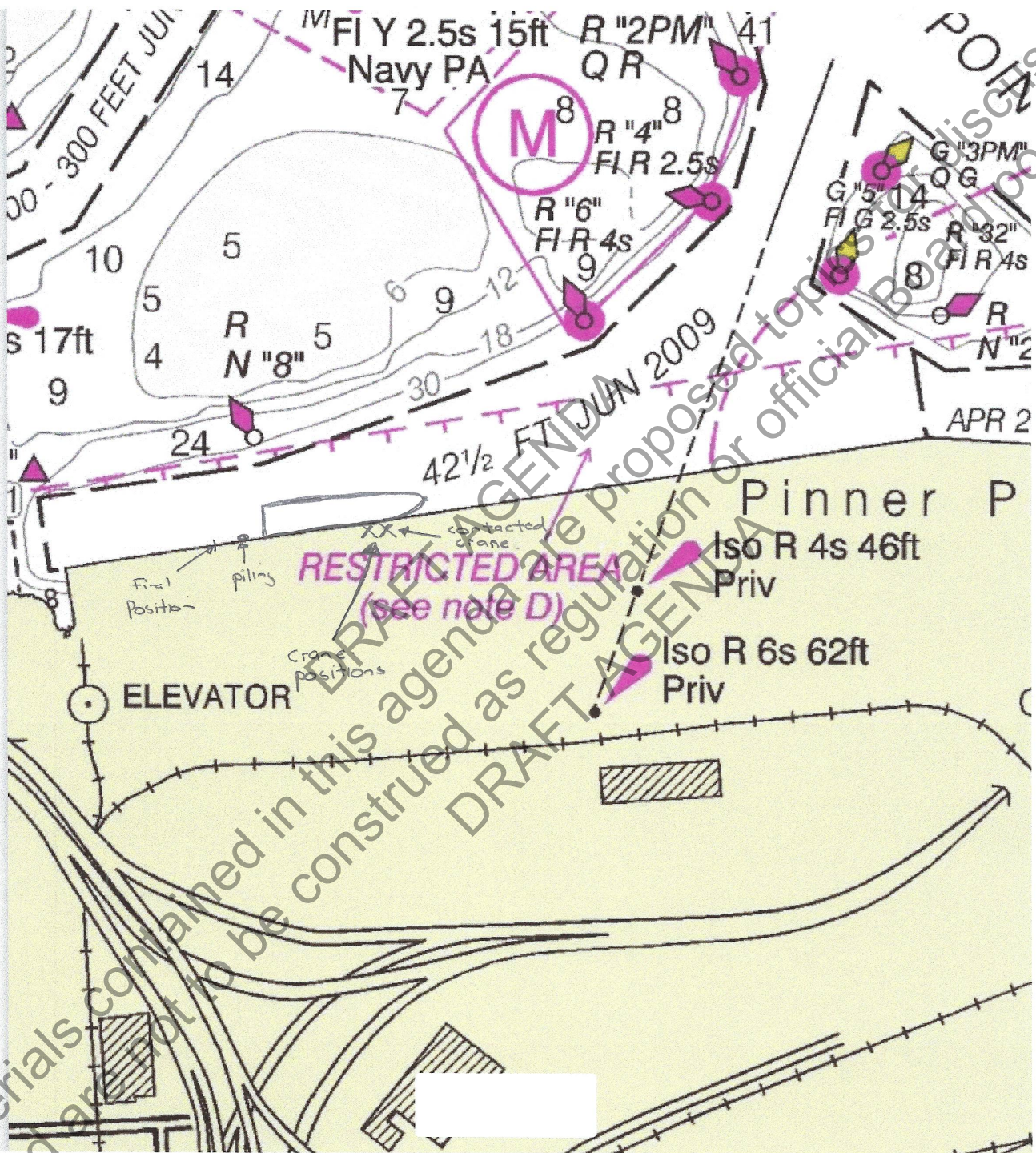


Captain Benjamin L. Speckhart

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## **2020 Meeting Dates**

**March 13 – 11:00 AM**

**June 15 – 11:00 AM**

**September 15 – 11:00 AM**

**December 18 – 10:30 AM**

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# Board Member Training

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**DPOR Newsletter**  
**AUGUST 2019**

# Merit

Later this month, for example, you may start hearing more about [Merit](#), an online credentialing service that is accessible, verifiable, and free. During the 2019 Session of the General Assembly, the legislature authorized DPOR to use a third-party electronic credential system as part of the overall directive for the agency to make IT progress.

Merit will issue digital licenses or certificates to individuals with email addresses on file with DPOR, who can then choose how to manage their industry credentials from participating organizations. The interface makes it easy to verify digital credentials on a smartphone or web browser, at least until we can get to the website redesign project (again, not forgotten!).

We also are going to start brainstorming soon with [PayIt](#), a digital government platform, on a mobile-enabled app to streamline basic online transactions. The goal is to minimize the impact on our employees, allowing service partners to apply their IT magic to our current challenges, while we focus on the major in-house initiatives and IT procurements necessary to move us to the next level.

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# Periodic Regulatory Review

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**Department of Professional and Occupational Regulation  
Statement of Financial Activity**

**Board for Branch Pilots  
954190**

2018-2020 Biennium

July 2019

	July 2019 Activity	Biennium-to-Date Comparison	
		July 2016 - July 2017	July 2018 - July 2019
<b>Cash/Revenue Balance Brought Forward</b>			22,951
<b>Revenues</b>	0	2,700	2,640
<b>Cumulative Revenues</b>			25,591
<b>Cost Categories:</b>			
<b>Board Expenditures</b>	472	2,211	2,586
<b>Board Administration</b>	20	148	171
<b>Administration of Exams</b>	0	0	0
<b>Enforcement</b>	0	0	1
<b>Legal Services</b>	0	4	4
<b>Information Systems</b>	6	102	132
<b>Facilities and Support Services</b>	1	68	58
<b>Agency Administration</b>	8	98	76
<b>Other / Transfers</b>	0	13	0
<b>Transfer To/(From) Cash Reserves</b>	22,564	0	22,564
<b>Total Expenses</b>	23,070	2,645	25,591
<b>Ending Cash/Revenue Balance</b>			0

<b>Cash Reserve Beginning Balance</b>	(0)	0	0
<b>Change in Cash Reserve</b>	22,564	0	22,564
<b>Ending Cash Reserve Balance</b>	22,564	0	22,564

**Number of Regulants**

Current Month	44
Previous Biennium-to-Date	49

Department of Professional and Occupational Regulation  
 Supporting Statement of Year-to-Date Activity  
 Board for Branch Pilots - 954190  
 Fiscal Year 2020

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Fiscal YTD Charges	Planned Annual Charges	Current Balance	Projected Charges at 6/30	Projected Variance Favorable (Unfavorable)	
																Amount	%	
<b>Board Expenditures</b>	472	0	0	0	0	0	0	0	0	0	0	0	472	3,674	3,202	5,599	-1,925	-52.4%
<b>Board Administration</b>	20	0	0	0	0	0	0	0	0	0	0	0	20	185	166	149	36	19.5%
<b>Administration of Exams</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Enforcement</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	31.6%
<b>Legal Services</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Information Systems</b>	6	0	0	0	0	0	0	0	0	0	0	0	6	130	124	44	85	65.8%
<b>Facilities / Support Svcs</b>	1	0	0	0	0	0	0	0	0	0	0	0	1	661	660	7	654	98.9%
<b>Agency Administration</b>	8	0	0	0	0	0	0	0	0	0	0	0	8	83	75	55	28	33.5%
<b>Other / Transfers</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Charges</b>	<b>506</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>506</b>	<b>4,733</b>	<b>4,227</b>	<b>5,855</b>	<b>-1,122</b>	<b>-23.7%</b>

## **Other Business**

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# **Conflict of Interest / Travel Vouchers**

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# Adjourn

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