

**BOARD FOR BRANCH PILOTS MEETING
MINUTES**

The Virginia Board for Branch Pilots met on Tuesday, December 14, 2010, at the Virginia Port Authority, 600 World Trade Center, Norfolk, Virginia, with the following members present:

Charles R. Amory, Jr.
Captain Robert H. Callis, III
Bruce R. Cherry
Captain J. William Cofer
Captain Milton B. Edmunds
Thomas P. Host, III
William M. Martin, III
Captain John A. Morgan, Jr.
Meade G. Stone, Jr.

Staff present for the meeting were:

Gordon N. Dixon, Director
Mark N. Courtney, Deputy Director for Licensing and Regulation
Kathleen R. Nosbisch, Executive Director

Cynthia H. Norwood, Senior Assistant Attorney General, was present from the Office of the Attorney General.

Finding a quorum of the Board present, Mr. Cherry, President, called the meeting to order at 10:30 a.m.

Call to Order

Mr. Martin moved to approve the agenda. Mr. Amory seconded the motion which was unanimously approved by Messrs. and Captains: Amory, Callis, Cherry, Cofer, Edmunds, Host, Martin, Morgan and Stone.

Approval of
Agenda

Captain Callis moved to approve the minutes from the November 2, 2010 board meeting. Mr. Host seconded the motion which was unanimously approved by Messrs. and Captains: Amory, Callis, Cherry, Cofer, Edmunds, Host, Martin, Morgan and Stone. Captain Callis moved to approve the minutes from the December 8, 2010 committee meeting as amended. Captain Morgan seconded the motion which was unanimously approved by Messrs. and Captains: Amory, Callis, Cherry, Cofer, Edmunds, Host, Martin, Morgan and Stone.

Approval of
Minutes

The Board reviewed a letter from Captain William G. Saunders, Jr., regarding an incident on November 5, 2010, involving the **STATSRAAD LEHMKUHL**.

Captain William
G. Saunders, Jr.
- STATSRAAD
LEHMKUHL

At 0230 on the 4th of November 2010, Captain Saunders was ordered to sail the tall ship **STATSRAAD LEHMKUHL** from Lynnhaven anchorage to the Otter Berth at Waterside in Norfolk, VA at 0500. Captain Saunders boarded the vessel at 0445 and conducted a Master/Pilot exchange with the captain of the ship. The captain presented Captain Saunders with a copy of the vessel particulars and pilot card, and ensured him that all of the ship's navigation and mechanical equipment was in proper working order. Captain Saunders noted from the information on the pilot card that the ship had a length overall of 321 feet 6 inches, a beam of 41 feet 4 inches, and a draft of 17 feet 8 inches. The pilot card also stated that the gross tonnage of the **STATSRAAD LEHMKUHL** was 1,516 gross tons, and was equipped with a left-hand turning variable pitch propeller and a bow thruster of 300 horsepower. The captain explained that the ship's rudder was large and both the rudder and the bow thruster were very effective.

The captain notified Captain Saunders that the ship had a timed arrival for 0900 at the Otter Berth and would dock bow-in, starboard side alongside. Captain Saunders informed the captain that there were flagpoles positioned at the north end of the Otter berth which the bowsprit could contact and suggested a stern-in, port side alongside docking. The captain stated that arrangements had been made for the bow-in, starboard side alongside docking to coordinate with a ceremony taking place at the berth. The captain and Captain Saunders agreed that Captain Saunders would pilot the vessel from Lynnhaven anchorage to a point in the channel just off of the berth. Captain Saunders notified the captain that the wind was blowing out of the South at less than 10 knots, they would arrive just after the slack before the ebb current, and that tugboats would be standing by at the dock to assist in docking. The captain informed Captain Saunders that he would dock the vessel and that he did not require the assistance of the tugboats.

Captain Saunders called the U.S. Coast Guard Joint Harbor Operations Center (JHOC) on VHF-FM Channel 12 to inform them of the vessel's IMO number, and their intentions to proceed from Lynnhaven anchorage to the Otter Berth. The **STATSRAAD LEHMKUHL** was granted permission to transit, and at 0500 they heaved anchor and proceeded inbound to the Otter Berth.

At 0813, Captain Ray Robbins of Robbins Towing called Captain Saunders to inform him that he was standing by off of the Otter Berth with tugboats to assist the **STATSRAAD LEHMKUHL** in its docking maneuvers. At this time, the **STATSRAAD LEHMKUHL** was approaching buoy "29" of Lambert's Bend. Captain Saunders notified the captain of the **STATSRAAD LEHMKUHL** that he was in communication with the tugboats, and the captain, again, refused the assistance of the tugs.

At 0845, the STATSRAAD LEHMKUHL was approaching buoy "36" of Town Point Reach. The current in the area was approximately less than 0.25 knots and the wind was blowing out of the South at 5-10 knots. The captain of the STATSRAAD LEHMKUHL informed Captain Saunders that he had his crew in position forward to give him distances to the forward bulkhead of the berth, as well as crew in position to get a forward spring line ashore once in the berth. Captain Saunders reminded the captain of the flagpoles at the north end of the Otter Berth and suggested that the ship be brought alongside before proceeding ahead to the vessel's final position. The captain took the conn at buoy "36" of Town Point Reach on a course of 150 degrees True, at a speed of 3 knots over ground to proceed toward its berth.

At approximately 0900 the STATSRAAD LEHMKUHL approached the Otter Berth, and the vessel's speed over ground was less than 1 knot before the bow crossed the outer dock on the east side of the Otter Berth. Once inside the Otter Berth, a forward spring line was made fast, however, the bowsprit of the STATSRAAD LEHMKUHL contacted the eastern most flag pole on the north end of the berth and knocked it down onto the ground before the vessel was brought alongside into its final position. All lines were made fast and Captain Saunders disembarked the STATSRAAD LEHMKUHL.

After review and discussion, Mr. Martin moved that the letter be filed and that the Board take no action, as there appears to be no violation of the Board's regulations or statutes. Mr. Amory seconded the motion which was unanimously approved by Messrs. and Captains: Amory, Callis, Cherry, Cofer, Edmunds, Host, Martin, Morgan and Stone.

The Board reviewed a letter from Captain David B. Ware, regarding an incident on November 20, 2010, involving the NYK RIGEL.

Captain David B.
Ware – NYK
RIGEL

On Saturday, November 20, 2010 at 0500 Captain Ware was ordered to pilot the container vessel NYK RIGEL from Cape Henry to Norfolk International Terminal. The vessel was ordered to dock starboard side alongside at North Berth #2. The vessel's length is 964 feet 11 inches, its beam is 105 feet 8 inches and its deepest draft that morning was 37 feet 6 inches.

Captain Ware boarded the vessel at 0450 at Cape Henry. The captain informed Captain Ware of the vessel's draft, maneuvering characteristics and that the vessel had a 2600 horsepower bowthruster. They discussed the transit to the terminal and Captain Ware presented the captain a signed copy of the Master-Pilot information exchange card. The captain informed Captain Ware that he had no questions, at which point Captain Ware then assumed the conn of the vessel.

The weather was clear with a sustained 20-25 knot Southwest wind. There was 2.8 feet of tide with a flood current of about .5 knots. At approximately 0715, Captain Ware piloted the vessel past red buoy "10" Norfolk Harbor Reach where the Moran docking master, Captain Mark Scanlan boarded the vessel from a Moran tug. After they discussed their berthing assignment and the deepest draft, engine speed and heading of the vessel, Captain Scanlan assumed the conn of the vessel. At that time the engine order was dead slow ahead and the vessel's speed over ground was approximately 5 knots. Captain Scanlan made the tug JAMES MORAN (a 5,200 horsepower tractor tug) fast with a line to the ship's port quarter and used the tug CAPE HATTERAS (a 4,200 horsepower twin screw tugboat) to push on the vessel's starboard bow.

At approximately 0720 Captain Scanlan turned the vessel into the NIT North Channel bow first, with the plan to turn the vessel inside the NIT North Berth approach channel and berth the vessel starboard side alongside the berth. The maneuver was proceeding routinely, with Captain Scanlan backing the vessel SLOW ASTERN to reduce its headway during the approach. As the vessel was approaching the berth Captain Scanlan ordered "HALF ASTERN." Captain Ware was monitoring the RPM and noticed there was no response, and also observed that the mate standing watch at the telegraph did not respond to the HALF ASTERN order. Captain Scanlan also observed there had not been a response to his order and repeated his order of "HALF ASTERN" and this time the mate responded. But at this point the bow of the vessel appeared close to the berth so Captain Scanlan ordered "FULL ASTERN." The bulbous bow of the vessel then made contact with the dock.

At 0735 Captain Scanlan backed the vessel to NIT North Berth #1 and docked the vessel safely alongside. There was damage to the bow of the ship, and some damage to the dock. There were no injuries or petroleum spilled in the water.

Captain Cofer reported that the Coast Guard has not completed its investigation of the incident. Mr. Martin moved to delay any action until the February 2, 2011, board meeting. Captain Callis seconded and requested additional information be provided by Captain Ware prior to further consideration of the incident, including the two positions of the ship preceding the incident and an updated chart that includes Berth 2. The Board requested that Ms. Nosbisch draft a letter to Captain Ware requesting the additional information be provided before the February 2, 2011, board meeting. The Board agreed by consensus.

Captain Edmunds provided the Board with a report of the meeting of Examination Administrators from December 7 and 8, 2010. The Examination Administrators reviewed the renewal applications for the 2011 calendar year and presented the following report:

Exam
Administrators
Report

The following branch pilot licenses were presented for renewal: Lorenzo D. Amory, III; E. Waightstill Avery; John Brockington Beasley, Jr.; Charles I. Boggs, Jr.; Robert H. Callis, III; Julian Wythe Whiting Chisman, III; James William Cofer; William L. Counselman; William G. Diggs; Ernest W. Dodson, Jr.; Robert Henley Dozier, III; Milton B. Edmunds; Michael S. Eubanks; Mark S. Evans; Tazewell Fitzgerald; Nelson Turner Gray; Herbert R. Green, III; Nathaniel T. Green, II; Kevin D. Hartz; W. S. Harwood, III; David H. Heath; Charles H. Hoffman; Robert Lee Holland, Jr.; Richard Keith Hope; Brian Keith Hudgins; Chadwick M. Jamison; Jacob R. Johnson; John Allison Jones, Jr.; Benjamin B. Lee; Joseph R. McKnew; Dale Allen Meyer, Jr.; John A. Morgan, Jr.; John G. Phillips, Jr.; Robert L. Prodan, II; Frank M. Rabena; Roy A. Rector, Jr.; Torrence A. Rogers; Thomas D. Rutter; Gustave B. Schill; Luther J. Stallings, III; Gilbert R. Swink, III; James South Trimble; David B. Ware; Jonathan D. Worth; and Clarence M. Young.

The members of the Examination Administrators Committee reviewed the renewal application paperwork and deemed the individuals qualified pursuant to § 54.1-906 of the *Code of Virginia*. Captain Edmunds moved to approve the renewal applications of the above-listed unlimited licensees. Captain Callis seconded the motion which was unanimously approved by Messrs. and Captains: Amory, Callis, Cherry, Cofer, Edmunds, Host, Martin, Morgan, and Stone. Captains Callis, Cofer, Edmunds, and Morgan abstained from voting on their respective licenses.

The following limited branch pilot licenses were also presented for renewal: January N. Collins, Adam L. Halstead, Charles A. Huffman; William G. Saunders, Jr.; Joseph M. Schacherer III; and Benjamin L. Speckhart.

The members of the Examination Administrators Committee reviewed the renewal application paperwork and deemed the individuals qualified pursuant to § 54.1-906 of the *Code of Virginia*. Captain Edmunds moved to approve the renewal applications of the above-listed limited licensees at their respective limitations as of December 31, 2010. Captain Morgan seconded the motion which was unanimously approved by Messrs. and Captains: Amory, Callis, Cherry, Cofer, Edmunds, Host, Martin, Morgan and Stone.

Captain Callis reported that no ship has transited the York River above Pages Rock in over five years. Therefore, Mr. Amory moved to waive the requirements of subsection C.3 of regulation 18 VAC 45-20-20, pursuant to

subsection C.4 of regulation 18 VAC 45-20-20, for transit above Pages Rock on the York River for the following branch pilots due to no ship traffic: Robert H. Callis, III; William L. Counselman; William G. Diggs; Mark S. Evans; Tazewell Fitzgerald; Nelson Turner Gray; Charles H. Hoffman; and John A. Morgan, Jr. Mr. Host seconded the motion which was unanimously approved by Messrs. and Captains: Amory, Callis, Cherry, Cofer, Edmunds, Host, Martin, Morgan and Stone. Captains Callis and Morgan abstained from voting on their respective licenses.

Captain Cofer provided a report on the Virginia Pilot Association's Apprenticeship Program. A letter from Captain Ware of the Apprenticeship Committee of the Virginia Pilot Association recommended that there be no additions or revisions to the Virginia Pilot Apprenticeship Training Program.

**Review of
Virginia Pilot
Association's
Apprenticeship
Program**

Mr. Martin moved to approve the Apprenticeship Program, adopt the program and delegate the operation and administration of the program to the Virginia Pilot Association for 2011. Mr. Stone seconded the motion which was unanimously approved by Messrs. and Captains: Amory, Callis, Cherry, Cofer, Edmunds, Host, Martin, Morgan, and Stone.

Mr. Stone, Committee Chair, reported that the Pilot Classification Committee reviewed statistics provided by Captain Ware and did further analysis based on the information. Mr. Stone commended Captain Ware for the information provided in his report. Mr. Stone then recognized Captain Callis, who proceeded with an in-depth PowerPoint presentation of the analysis and recommendation of the Committee.

**Report from the
Pilot
Classification
Committee**

Captain Callis provided information on why ship weight was changed from units to gross tons. The vast majority of pilot organizations use gross tons and it is internationally accepted as well. Ships continue to increase in draft and gross tons. Due to current classification limitations of gross tons and draft, limited branch pilots are missing opportunities for ships in certain classifications and also sea days. A sea day consists of four hours or more on a ship. Once a first class federal pilot's license is obtained, limited branch pilots are required to obtain an additional 360 sea days to receive an unlimited Federal Inland Masters License, prior to becoming an unlimited branch pilot. Increasing classifications exposes limited branch pilots to larger ships and more sea days, to better prepare them for an unlimited license. Captain Callis informed the Board the last increase to gross tons was 2001.

Captain Callis made the following recommendations for the Board's consideration:

- 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

After further review, discussion and consideration of the health, safety and welfare of the citizens of the Commonwealth, the Board agreed that all limited branch pilots would require further examination before their classifications could be increased. Captain Cofer indicated this was how increases in gross tons have been made throughout the pilot's history. Captain Callis moved to adopt the proposed increases in gross tonnage and draft for the limited branch pilot licenses to be effective after the February 1, 2011, examinations. Mr. Martin seconded the motion which was unanimously approved by Messrs. and Captains: Amory, Callis, Cherry, Cofer, Edmunds, Host, Martin, Morgan and Stone.

Ms. Norwood informed the Board that pursuant to § 54.1-100 of the *Code of Virginia*, a review had been conducted of the Board's regulations and there were no conflicts in its regulations with the Constitution of the United States, the Constitution of Virginia, the laws of the United States, or the laws of the Commonwealth of Virginia.

Review of
Regulations
Pursuant to
§54.1-100 of the
Code of Virginia

The Board recessed from 11:57 a.m. until 12:05 p.m.

Recess

Ms. Nosbisch informed the Board that the proposed regulations are at day 127 of the proposed stage and are at the Governor's office for approval. Once the regulations are approved and signed, the regulations must proceed to the Registrar's office within 14 days to be published. A 60-day comment period will follow, and then the proposed regulations will come back before the Board to adopt the regulations.

Regulatory
Review Update

Captain Cofer introduced Captain Clarence Young. Captain Young gave a presentation of the portable piloting navigations systems and Personal Pilot Units (PPUs) that the pilots are now using for navigational purposes. Captain Young reported that these systems have revolutionized navigational safety; however, the pilots cannot rely solely on the systems because of changes in buoy placement and eroding sandbars. Pilots must also utilize trade skills, local knowledge, visual lookout and radar.

PPU
Presentation

At 12:26 p.m., Captain Morgan moved that the Board for Branch Pilots convene a closed meeting under the Virginia Freedom of Information Act to confer with legal counsel relating to the Walter Hugh McCrory, Jr. appeal, a matter lawfully exempted from open meeting requirements under the "consultation with legal counsel" exemption contained in §2.2-3711.A.7 of the *Code of Virginia*. The following non-members will be in attendance to

Closed Meeting -
Discussion of
Walter Hugh
McCrory Appeal

reasonably aid the consideration of the topic: Gordon Dixon, Cynthia Norwood, Kate Nosbisch and Mark Courtney. Mr. Stone seconded the motion which was unanimously approved by Messrs. and Captains: Amory, Callis, Cherry, Cofer, Edmunds, Host, Martin, Morgan, and Stone.

At 12:43 p.m., Captain Callis moved to adjourn the closed meeting and to immediately reconvene in open meeting. Mr. Stone seconded the motion which was unanimously approved by Messrs. and Captains: Amory, Callis, Cherry, Cofer, Edmunds, Host, Martin, Morgan and Stone.

Open Meeting

CERTIFICATION OF CLOSED MEETING

WHEREAS, the Board for Branch Pilots has convened a closed meeting on this date pursuant to an affirmative recorded vote, and in accordance with the provisions of the Virginia Freedom of Information Act; and

WHEREAS, §2.2-3712 of the Code of Virginia requires a certification by the Board that such closed meeting was conducted in conformity with Virginia law;

NOW, THEREFORE, BE IT RESOLVED that the Board certifies that, to the best of each member's knowledge, (I) only public business matters lawfully exempted from open session requirements by Virginia law were discussed in the closed meeting to which the certification applies, and (II) only such business matters as were identified in the motion convening the closed meeting were heard, discussed or considered by the Board.

VOTE: 9-0

AYES: Amory, Callis, Cherry, Cofer, Edmunds, Host, Martin, Morgan and Stone.

NAYS: 0

Ms. Nosbisch informed the Board that their Financial Disclosure statements were due to the board offices by December 27, 2010.

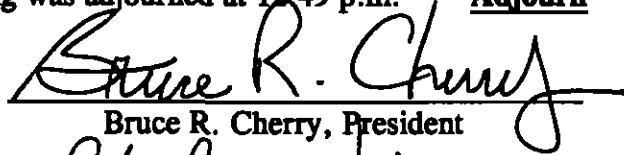
Other Business

Mr. Dixon provided a press release regarding a budget amendment to be made by Governor McDonnell supporting OpSail 2012. OpSail 2012 will commemorate Virginia's role in the War of 1812 and is expected to make a significant economic impact in the Hampton Roads area. OpSail 2000 was attended by 2 million people and generated \$58 million.

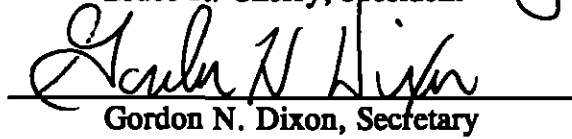
Conflict of Interest forms and travel vouchers were completed by all members present.

Conflict of Interest Forms

There being no further business, the meeting was adjourned at 12:49 p.m. Adjourn



Bruce R. Cherry, President



Gordon N. Dixon, Secretary

**STATE AND LOCAL GOVERNMENT
CONFLICT OF INTERESTS ACT**

**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

1. Name: John A. Morgan, Jr.
2. Title: Board Member
3. Agency: Board for Branch Pilots
4. Meeting/IFF Date: Board Meeting December 14, 2010

5. I have a personal interest in the following transaction:

Nature of Personal Interest Affected by Transaction:

I declare that I am a member of the following business, profession, occupation or group, the members of which are affected by the transaction:

VA PILOT ASSOC.

I am able to participate in this transaction fairly, objectively, and in the public interest.

or

I did not participate in the transaction.

6. I do not have a personal interest in any transactions taken at this meeting.

John A. Morgan Jr
Signature

12-14-2010
Date

**STATE AND LOCAL GOVERNMENT
CONFLICT OF INTERESTS ACT**

**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

1. Name: Thomas P. Host, III
2. Title: Board Member
3. Agency: Board for Branch Pilots
4. Meeting/IFF Date: Board Meeting December 14, 2010

5. I have a personal interest in the following transaction:

Nature of Personal Interest Affected by Transaction:

I declare that I am a member of the following business, profession, occupation or group, the members of which are affected by the transaction:

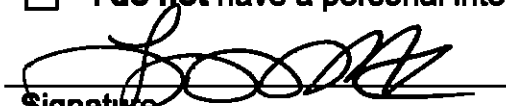
Thomas P. Host III

I am able to participate in this transaction fairly, objectively, and in the public interest.

or

I did not participate in the transaction.

6. I do not have a personal interest in any transactions taken at this meeting.


Signature

12-14-10
Date

**STATE AND LOCAL GOVERNMENT
CONFLICT OF INTERESTS ACT**

**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

1. Name: Robert H. Callis, III
2. Title: Board Member
3. Agency: Board for Branch Pilots
4. Meeting/IFF Date: Board Meeting December 14, 2010
5. I have a personal interest in the following transaction:

Nature of Personal Interest Affected by Transaction:

I declare that I am a member of the following business, profession, occupation or group, the members of which are affected by the transaction:

Va. Pilot Assn

I am able to participate in this transaction fairly, objectively, and in the public interest.

or

I did not participate in the transaction.

6. I do not have a personal interest in any transactions taken at this meeting.

Robert H. Callis
Signature

12/14/2010
Date

**STATE AND LOCAL GOVERNMENT
CONFLICT OF INTERESTS ACT**

**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

1. **Name:** Charles R. Amory, Jr.
2. **Title:** Board Member
3. **Agency:** Board for Branch Pilots
4. **Meeting/IFF Date:** Board Meeting December 14, 2010

5. **I have a personal interest in the following transaction:**

Nature of Personal Interest Affected by Transaction:

I declare that I am a member of the following business, profession, occupation or group, the members of which are affected by the transaction:

I am able to participate in this transaction fairly, objectively, and in the public interest.

or

I did not participate in the transaction.

6. I do not have a personal interest in any transactions taken at this meeting.

Charles R. Amory, Jr.
Signature

12-14-10
Date

**STATE AND LOCAL GOVERNMENT
CONFLICT OF INTERESTS ACT**

**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

1. Name: William M. Martin, III
2. Title: Board Member
3. Agency: Board for Branch Pilots
4. Meeting/IFF Date: Board Meeting December 14, 2010

5. I have a personal interest in the following transaction:

Nature of Personal Interest Affected by Transaction:

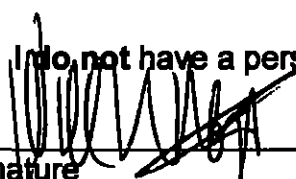
I declare that I am a member of the following business, profession, occupation or group, the members of which are affected by the transaction:

I am able to participate in this transaction fairly, objectively, and in the public interest.

or

I did not participate in the transaction.

6. I do not have a personal interest in any transactions taken at this meeting.



Signature

12/14/10

Date

**STATE AND LOCAL GOVERNMENT
CONFLICT OF INTERESTS ACT**

**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

1. **Name:** J. William Cofer
2. **Title:** Board Member
3. **Agency:** Board for Branch Pilots
4. **Meeting/IFF Date:** Board Meeting December 14, 2010

5. I have a personal interest in the following transaction:

Nature of Personal Interest Affected by Transaction:

I declare that I am a member of the following business, profession, occupation or group, the members of which are affected by the transaction:

I am able to participate in this transaction fairly, objectively, and in the public interest.

or

I did not participate in the transaction.

6. I do not have a personal interest in any transactions taken at this meeting.


Signature

12-14-2010
Date

**STATE AND LOCAL GOVERNMENT
CONFLICT OF INTERESTS ACT**

**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

1. Name: Milton B. Edmunds
2. Title: Board Member
3. Agency: Board for Branch Pilots
4. Meeting/IFF Date: Board Meeting December 14, 2010

5. I have a personal interest in the following transaction:

Nature of Personal Interest Affected by Transaction:

I declare that I am a member of the following business, profession, occupation or group, the members of which are affected by the transaction:

I am able to participate in this transaction fairly, objectively, and in the public interest.

or

I did not participate in the transaction.

6. I do not have a personal interest in any transactions taken at this meeting.


Signature

12/14/10
Date

**STATE AND LOCAL GOVERNMENT
CONFLICT OF INTERESTS ACT**

**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

1. Name: Bruce R. Cherry
2. Title: Board Member
3. Agency: Board for Branch Pilots
4. Meeting/IFF Date: Board Meeting December 14, 2010

5. I have a personal interest in the following transaction:

NONE

Nature of Personal Interest Affected by Transaction:

NONE

I declare that I am a member of the following business, profession, occupation or group, the members of which are affected by the transaction:

NONE

I am able to participate in this transaction fairly, objectively, and in the public interest.

or

I did not participate in the transaction.

6. I do not have a personal interest in any transactions taken at this meeting.

Bruce R. Cherry
Signature

12/14/2010
Date

**STATE AND LOCAL GOVERNMENT
CONFLICT OF INTERESTS ACT**

**TRANSACTIONAL DISCLOSURE STATEMENT
for Officers and Employees of State Government**

1. Name: Meade G. Stone, Jr.
2. Title: Board Member
3. Agency: Board for Branch Pilots
4. Meeting/IFF Date: Board Meeting December 14, 2010

5. I have a personal interest in the following transaction:

NONE

Nature of Personal Interest Affected by Transaction:

NONE

I declare that I am a member of the following business, profession, occupation or group, the members of which are affected by the transaction:

NONE

I am able to participate in this transaction fairly, objectively, and in the public interest.

or

I did not participate in the transaction.

6. I do not have a personal interest in any transactions taken at this meeting.

Meade G. Stone, Jr.
Signature

12/14/2010
Date