

Minutes of the Board for Branch Pilots  
Examining Committee  
July 29, 2010

The Examining Committee met at 8:00 AM in the Virginia International Terminals Boardroom, 600 World Trade Center, Norfolk, VA.

Committee members present were: Capt. Robert H. Callis, III, Capt. J. William Cofer, Capt. Milton B. Edmunds, Capt. John A. Morgan and Mr. Bruce R. Cherry.

Staff present for the meeting was: Kathleen R. Nosbisch, Executive Director.

The meeting was called to order at 8:00 AM.

The purpose of the meeting was to examine:

William G. Saunders for a limited Branch License of the Alpha classification (16,000 gross tons and 25 feet maximum draft).

Joseph M. Schacherer III for a limited Branch License of the Alpha classification (16,000 gross tons and 25 feet maximum draft).

January N. Collins for a raise in grade from an Echo classification (36,000 gross tons and 34 feet maximum draft) to a Foxtrot classification (40,000 gross tons and 38 feet maximum draft).

Benjamin L. Speckhart for a raise in grade from an Echo classification (36,000 gross tons and 34 feet maximum draft) to a Foxtrot classification (40,000 gross tons and 38 feet maximum draft).

David B. Ware for an extension of route from the Cape Henry to Pages Rock, upon the York River.

Joseph R. McKnew for an extension of route from the James River Bridge to Richmond, upon the James River.

Adam L. Halstead for a raise in grade from a Charlie classification (28,000 gross tons and 30 feet maximum draft) to a Delta classification (32,000 gross tons and 32 feet maximum draft).

Charles A. Huffman V for a raise in grade from a Charlie classification (28,000 gross tons and 30 feet maximum draft) to a Delta classification (32,000 gross tons and 32 feet maximum draft).

William G. Saunders answered oral questions related to the initial license. The subjects included courses and distances from Cape Henry to the James River Bridge and Hospital Point, the master/pilot exchange of information, local traffic, safe vessel speed, restricted visibility, bridge clearances and restrictions, overtaking situations, docking and undocking situations, mooring procedures, safe anchoring positions in Lynnhaven, Sewell's Point and Newport News, anchoring techniques, fatigue, license limitations, reportable incidents and the duties of a pilot.

Joseph M. Schacherer III answered oral questions related to the initial license. The subjects included courses and distances from Cape Henry to the James River Bridge and Hospital Point, the master/pilot exchange of information, local traffic, safe vessel speed, restricted visibility, bridge clearances and restrictions, overtaking situations, docking and undocking situations, mooring procedures, safe anchoring positions in Lynnhaven, Sewell's Point and Newport News, anchoring techniques, fatigue, license limitations, reportable incidents and the duties of a pilot.

January N. Collins answered oral questions related to the raise in grade. The subjects included safe anchoring positions in Lynnhaven and Sewell's Point, inner harbor transits, vessel interaction during overtaking and meeting situations, bank suction and cushion, and safe vessel speed.

Benjamin L. Speckhart answered oral questions related to the raise in grade. The subjects included safe anchoring positions in Lynnhaven and Sewell's Point, inner harbor transits, vessel interaction during overtaking and meeting situations, bank suction and cushion, and safe vessel speed.

David B. Ware answered oral questions related to the extension of route. The subjects included the courses and distances from Cape Henry to Pages Rock, local traffic, safe vessel speed, tidal ranges, transit times for high water arrival in the York River channel, pier characteristics, bridge clearances and restrictions, safe anchoring positions in Yorktown and Cape Charles.

Joseph R. McKnew answered oral questions related to the extension of route. The subjects included the courses and distances from the James River Bridge to Hopewell and a detailed description of piloting the upper part of the James River from Hopewell to Richmond with regard to safe vessel placement in anticipation of bank cushion and suction in narrow turns, local traffic, docking and undocking at all berths in different stages of current, bridge clearances, emergency anchoring positions and safe vessel speed.

Adam L. Halstead answered oral questions related to the raise in grade. The subjects included safe vessel speed, safe anchoring positions in Lynnhaven and Sewell's Point, use of the auxiliary channels, small boat traffic and restricted visibility.

Charles A. Huffman V answered oral questions related to the raise in grade. The subjects included safe vessel speed, safe anchoring positions in Lynnhaven and Sewell's Point, use of the auxiliary channels, small boat traffic and restricted visibility.

The Examining Committee adjourned at 2:10PM.

William G. Saunders has completed the first two years of the Virginia Pilot Association apprenticeship program. After considering the results of the examination, the Examining Committee recommends William G. Saunders for a limited Branch License of the Alpha classification (16,000 gross tons and 25 feet maximum draft).

Joseph M. Schacherer III has completed the first two years of the Virginia Pilot Association apprenticeship program. After considering the results of the examination, the Examining Committee recommends Joseph M. Schacherer III for a limited Branch License of the Alpha classification (16,000 gross tons and 25 feet maximum draft).

After considering the results of the examination, the Examining Committee recommends January N. Collins for a raise in grade from an Echo classification (36,000 gross tons and 34 feet maximum draft) to a Foxtrot classification (40,000 gross tons and 38 feet maximum draft).

After considering the results of the examination, the Examining Committee recommends Benjamin L. Speckhart for a raise in grade from an Echo classification (36,000 gross tons and 34 feet maximum draft) to a Foxtrot classification (40,000 gross tons and 38 feet maximum draft).

After considering the results of the examination, the Examining Committee recommends David B. Ware for an extension of route from the Cape Henry to Pages Rock, upon the York River.

After considering the results of the examination, the Examining Committee recommends Joseph R. McKnew for an extension of route from the James River Bridge to Richmond, upon the James River.

After considering the results of the examination, the Examining Committee recommends Adam L. Halstead for a raise in grade from a Charlie classification (28,000 gross tons and 30 feet maximum draft) to a Delta classification (32,000 gross tons and 32 feet maximum draft).

After considering the results of the examination, the Examining Committee recommends Charles A. Huffman V for a raise in grade from a Charlie classification (28,000 gross tons and 30 feet maximum draft) to a Delta classification (32,000 gross tons and 32 feet maximum draft).

Respectfully submitted,

Capt. Robert H. Callis, III