

## **BOARD FOR BRANCH PILOTS MEETING MINUTES**

The Virginia Board for Branch Pilots met on March 12, 2026, at the Virginia Port Authority, 600 World Trade Center, Norfolk, Virginia, with the following members present:

Aaron Anseeuw  
Captain E. Waightstill Avery  
I. Vincent Behm, Jr  
Captain J.W. Whiting Chisman, III  
Michael W. Coleman  
Captain January N. Collins  
Patrick B. McDermott  
Christine N. Piersall  
Captain Clarence M. Young

Staff present for all, or part of the meeting were:

Laura McClintock, Director  
Kate Nosbisch, Executive Director  
Kyle Mathews, Regulatory Operations Administrator  
Davon Jones, Administrative Coordinator

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

Gaby Rengifo, BPOR Liaison, was not present at the meeting with regrets.

Finding a quorum of the Board present, Mr. Coleman, President, called the meeting to order at 2:01 p.m.

**Call to Order**

Ms. Nosbisch advised the Board of the emergency evacuation procedures.

**Emergency  
Evacuation  
Procedures**

Captain Chisman moved to approve the agenda. Ms. Piersall seconded the motion which was unanimously approved by Messrs., Mme. and Captains: Anseeuw, Avery, Behm, Chisman, Coleman, Collins, McDermott, Piersall and Young.

**Approval of  
Agenda**

Captain Avery moved to approve the minutes from the December 11, 2025, Board meeting. Captain Young seconded the motion which was approved by Messrs., Mme. and Captains: Anseeuw, Avery, Behm, Chisman, Coleman, Collins, McDermott, Piersall and Young.

**Approval of  
Minutes**

Mr. McDermott moved to approve the minutes from the February 12, 2026, Fee Adjustment Committee meeting. Captain Chisman seconded the motion which was approved by Messrs., Mme. and Captains: Anseeuw, Avery, Behm, Chisman, Coleman, Collins, McDermott, Piersall and Young.

**Approval of  
Minutes  
(Cont.)**

Ms. Nosbisch introduced Ms. Laura McClintock as the new Director of DPOR. Board members, DPOR staff, and Counsel introduced themselves.

**Welcome/Intro  
ductions**

There was no public comment.

**Public  
Comment  
Period**

The Board reviewed a letter from Captain Hoffman, regarding an incident on December 10, 2025, involving the M/V GRETKE OLDENDORFF.

**Notification  
Letter-  
Captain  
Hoffman- M/V  
Market  
Cooper**

On Wednesday, December 10, 2025, Captain Hoffman was ordered at 0200 to sail the M/V MARKET COOPER (IMO# 9874557) at 0400 hours from Perdue South Terminal in Chesapeake to sea. Captain Hoffman arrived on board the vessel at approximately 0315 while the crew was completing cargo operations, then proceeded to the bridge, where he met with the master. Upon completion of cargo operations, the Master and Captain Hoffman conducted a master-pilot information exchange. The Master advised that all navigational and propulsion equipment was fully operational and that the vessel's final draft was 11.98 meters midships and 11.96 meters forward and aft.

The weather conditions were good. The wind speed fluctuated from 14 to 20 knots from a southwest direction. Visibility was clear for 10 miles. The tidal current was ebbing at approximately 0.5 knots. Additionally, Captain Hoffman informed the Master that the Ultra Large Container Vessel M/V EVER MATCH would be outbound from VIG and that an inbound container vessel was scheduled to enter VIG to take its berth. In addition, the M/V KINGSTON was expected to sail from NIT. Due to this traffic, Captain Hoffman explained that they would need to plan the outbound transit accordingly to allow sufficient time for the container vessels to clear the area before their approach to Craney Island Reach.

The tug JANE MCALLISTER arrived, and the Docking Master boarded the vessel. The Master, Docking Master, and Captain Hoffman conducted an additional exchange of information, during which Captain Hoffman again explained the need for a slow outbound transit to allow the container vessel traffic to clear. The tug JANE MCALLISTER was made fast on the starboard bow, and the tug RANGER was made fast on the starboard quarter. With the Docking Master at the conn, at approximately 0430 they commenced taking

in lines and made a security call on VHF channel 13 advising that the vessel was getting underway.

The M/V MARKET COOPER was maneuvered clear of the terminal berth and entered the channel. The Docking Master maintained tug JANE MCALLISTER fast on the starboard bow and released tug RANGER, instructing them to follow astern in the event assistance was required on either quarter of the M/V MARKET COOPER. The vessel proceeded outbound at bare steerageway of about 3.8 knots SOG, 3.2 knots STW, making security calls on VHF Channel 13 at the Jordan Bridge, the Hammerhead Crane, and approaching the Titan Dry Dock facility. No responses or concerns were received during any security call.

Once clear of the Southern Branch, tug RANGER was released, and tug JANE MCALLISTER took in their line and maneuvered to the starboard accommodation ladder to disembark the Docking Master. The M/V MARKET COOPER then continued outbound to sea without further incident. At approximately 0820, Captain Hoffman disembarked the vessel at Cape Henry.

Later that day, the Virginia Pilot Association Vice President informed Captain Hoffman that Mr. Christopher Garcia of Titan America alleged that the M/V MARKET COOPER had transited past the Titan facility at excessive speed, resulting in damage. The vessel passed the facility at bare steerageway, making no more than 3.8 knots SOG due to prevailing conditions (Enclosures 1 and 2). Captain Hoffman immediately proceeded to Acorn Health Care for a drug and alcohol test (Enclosures 3 and 4).

The File Review Committee and DPOR staff made a recommendation that the letter be filed, and the Board take no action, as there appears to be no violation of the Board's regulations or statutes. Captain Chisman moved to accept the recommendation, Captain Avery seconded the motion which was approved by Messrs., Mme. and Captains: Anseeuw, Avery, Behm, Chisman, Coleman, Collins, McDermott, Piersall and Young.

Captain Avery provided the Board with a report of examinations conducted by the Exam Administrator, noting the committee met in accordance with procedures and entered closed session for examinations on March 13, 2026. The following committee members were present, Captains: Avery, Chisman, Collins and Young.

J. Alexander Hanna answered oral questions related to the raise in grade. The subjects included courses and distances from Cape Henry to Wolf Trap and from Cape Henry to Cheatham Annex, safe anchoring positions in Sewell's Point, Lynnhaven, York River and Cape Charles, anchorage regulations in the Regulated Area, quarantine anchorage, pipeline, cable and restricted

**Notification**  
**Letter-**  
**Captain**  
**Hoffman- M/V**  
**Market**  
**Cooper (Cont.)**

**Exam**  
**Administrators'**  
**Report**

areas, opening restrictions and characteristics of the George P. Coleman Memorial Bridge, rules regarding meeting Ultra Large Container Vessels and LNG vessels in Chesapeake and York Spit Channel, Cape Charles harbor, safe anchoring distance and under keel clearance, precautions in reduced visibility, local traffic and local knowledge, limitations of bow thrusters and determining the need for tugboat assistance for docking/undocking and safe vessel speed.

J. Alexander Hanna successfully completed the oral examination with the Board for Branch Pilots Examining committee. After considering the results of the examination, Captain Avery moved J. Alexander Hanna for a Bravo License (34,000 gross tons and 31 feet maximum draft) to a Charlie license 38,000 gross tons and 34 feet maximum draft, and an extension of route upon the Chesapeake Bay from Sea to Wolf Trap to include Cape Charles Anchorage and from Sea to Cheatham Annex upon the York River. Ms. Piersall seconded the motion which was unanimously approved by Messrs. and Captains: Anseeuw, Avery, Behm, Chisman, Coleman, Collins, McDermott, Piersall and Young.

**Exam**  
**Administrators'**  
**Report (CONT.)**

Mark S. Anderson answered oral questions related to the raise in grade. The subjects included courses and distances from Cape Henry to Wolf Trap and from Cape Henry to Cheatham Annex, safe anchoring positions in Sewell's Point, Lynnhaven, York River and Cape Charles, anchorage regulations in the Regulated Area, quarantine anchorage, pipeline, cable and restricted areas, opening restrictions and characteristics of the George P. Coleman Memorial Bridge, rules regarding meeting Ultra Large Container Vessels and LNG vessels in Chesapeake and York Spit Channel, Cape Charles harbor, safe anchoring distance and under keel clearance, precautions in reduced visibility, local traffic and local knowledge, limitations of bow thrusters and determining the need for tugboat assistance for docking/undocking and safe vessel speed.

Mark S. Anderson successfully completed the oral examination with the Board for Branch Pilots Examining committee. After considering the results of the examination, Captain Avery moved Mark S. Anderson for Bravo License (34,000 gross tons and 31 feet maximum draft) to a Charlie license 38,000 gross tons and 34 feet maximum draft, and an extension of route upon the Chesapeake Bay from Sea to Wolf Trap to include Cape Charles Anchorage and from Sea to Cheatham Annex upon the York River. Mr. Anseeuw seconded the motion which was unanimously approved by Messrs. and Captains: Anseeuw, Avery, Behm, Chisman, Coleman, Collins, McDermott, Piersall and Young.

Austin C. Capps answered oral questions related to the raise in grade. The subjects included safe anchoring positions in Lynnhaven, Cape Charles, and Sewell's Point, anchoring techniques for deep draft vessels, proper scope of chain, Panamax containership transit guidelines, tugboat bollard requirements for displacement and windage, vessel squat and adequate under-keel clearance, tidal transits through Cape Henry Channel, and safe vessel speed.

Austin C Capps successfully completed the oral examination with the Board for Branch Pilots Examining committee. After considering the results of the examination, Captain Avery moved Austin C Capps for a Golf classification (75,000 gross tons and 44 feet maximum draft) to a Hotel classification (91,000 gross tons and 47 feet maximum draft). Captain Young seconded the motion which was unanimously approved by Messrs. and Captains: Anseeuw, Avery, Behm, Chisman, Coleman, Collins, McDermott, Piersall and Young.

Matthew C. Morse answered oral questions related to the raise in grade. The subjects included safe anchoring positions in Lynnhaven, Cape Charles, and Sewell's Point, anchoring techniques for deep draft vessels, proper scope of chain, Panamax containership transit guidelines, tugboat bollard requirements for displacement and windage, vessel squat and adequate under-keel clearance, tidal transits through Cape Henry Channel, and safe vessel speed.

Matthew C. Morse successfully completed the oral examination with the Board for Branch Pilots Examining committee. After considering the results of the examination, Captain Avery moved Matthew C. Morse for a Golf classification (75,000 gross tons and 44 feet maximum draft) to a Hotel classification (91,000 gross tons and 47 feet maximum draft). Captain Young seconded the motion which was unanimously approved by Messrs. and Captains: Anseeuw, Avery, Behm, Chisman, Coleman, Collins, McDermott, Piersall and Young.

Captain Chisman addressed the Board regarding the recognition of Captain Matthew Morse. Captain Chisman moved to record the Resolution in the official minutes of the Board and Captain Avery seconded the motion which was unanimously approved by Messrs. and Captains: Anseeuw, Avery, Behm, Chisman, Coleman, Collins, McDermott, Piersall and Young.

**Exam**  
**Administrators'**  
**Report (CONT.)**

**Limited**  
**Branch Pilot**  
**Capt. Morse**  
**— Recognition**  
**(U.S. Coast**  
**Guard)**

Captain Chisman read the following resolution for consideration by the Board:

RESOLUTION IN HONOR OF  
Matthew “Max” Morse

**Resolution for**  
**Matthew**  
**Morse**

WHEREAS, on October 8, 2025, the vessel DONG BANG GIANT 2 experienced an anchor failure while attempting to reset its anchor in strong winds and current in the Port of Virginia; and

WHEREAS, Captain Matthew “Max” Morse was dispatched and boarded the vessel as pilot, where he safely maneuvered the vessel through confined waters and coordinated assistance, preventing what could have become a major maritime incident; and

WHEREAS, his professionalism, skill, and sound judgment ensured the vessel reached Newport News Marine Terminal safely without grounding, collision, or damage; and

WHEREAS, Captain Morse was recognized by the United States Coast Guard Sector Virginia Captain of the Port with a Certificate of Appreciation for his contributions to maritime safety;

NOW, THEREFORE, BE IT RESOLVED, this Twelfth day of March, 2026, that the Virginia Board for Branch Pilots commends Captain Matthew “Max” Morse for his professionalism and dedication to the safety of the Commonwealth’s waterways; and ORDERED that this resolution be spread upon the official minutes of the Board and that a copy hereof be presented to Captain Matthew “Max” Morse.

Mr. Mathews provided the Board with an update on the general regulatory review of the Branch Pilots regulations which became effective on December 17, 2025. In addition, the revised application review matrix became effective January 1, 2026, and the revised guidance document concerning license renewal requirements became effective on February 26, 2026. Hard copies of the updated regulations and guidance documents were distributed to Board members for reference.

**Regulatory**  
**Update**

Mr. Mathews provided the Board with a General Assembly update regarding House Bill 796 and Senate Bill 680, the Callahan Act revision bills, which had passed the General Assembly and were awaiting the Governor's signature. Mr. Mathews explained that the legislation would revise the fee adjustment process for DPOR and DHP boards by allowing annual financial review, more efficient fee changes, public notice requirements, and inflation-based considerations. Director McClintock also provided context on the importance of the legislation and prepared the Board for future fee discussions once updated financial calculations and guidance are available.

**General  
Assembly  
Update**

Mr. Pat McDermott presented the Fee Adjustment Committee update, reporting that the committee met on February 12, 2026, to discuss the Callahan Act and the Board's financial position. The committee reviewed information from staff, including the Board's surplus and deficit history, the timing of fee changes, and the potential impact of pending legislation. The committee determined that making a recommendation at this time would be premature due to the pending statutory changes and the need for updated financial analysis. Therefore, the committee recommended waiting until the legislation is finalized and updated financial information is provided before taking action.

**Fee  
Adjustment  
Committee  
Update**

President Coleman and Ms. Nosbisch explained the inquiry and review process used when notification letters are submitted by branch pilots. They clarified that the Board's jurisdiction applies to the conduct of branch pilots, not docking masters or other non-licensees. Ms. Nosbisch noted that notification letters are reviewed to determine whether an inquiry or further investigation is warranted and to evaluate if any violation of statute or regulation occurred. Ms. Nosbisch also explained that investigative materials are not presented to the full Board during an open investigation to preserve fairness and avoid prejudicing future adjudicative action.

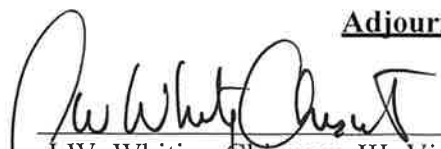
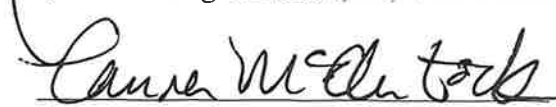
**Review of the  
Notification  
Letter Process**

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

**Conflict of  
Interest Forms  
and Travel  
Vouchers**

The meeting adjourned at 2:45 p.m.

**Adjourn**

  
J.W. Whiting Chisman, III, Vice President  
  
Laura V. McClintock, Secretary



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

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

1. Name: Aaron Anseeuw
2. Title: Board Member
3. Agency: Board for Branch Pilots
4. Meeting/IFF Date: Board Meeting March 12, 2026

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

Date

2026-03-12



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

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

1. Name: E. Waightstill Avery
2. Title: Board Member
3. Agency: Board for Branch Pilots
4. Meeting/IFF Date: Board Meeting March 12, 2026

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

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Nature of Personal Interest Affected by Transaction:

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

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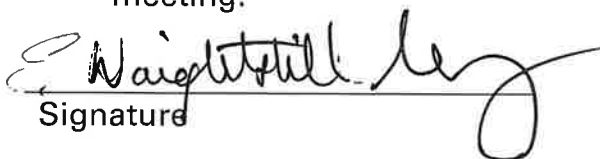
I am able to participate in this transaction fairly, objectively, and in the public interest.

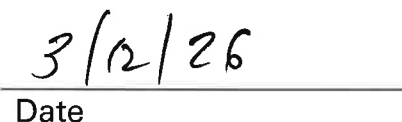
or



I did not participate in the transaction.

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

  
Signature

  
Date



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

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

1. Name: I. Vincent Behm, Jr.
2. Title: Board Member
3. Agency: Board for Branch Pilots
4. Meeting/IFF Date: Board Meeting March 12, 2026

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

*I. Vincent Behm, Jr.*

Date

*3-12-26*



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

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

1. Name: J.W. Whiting Chisman III
2. Title: Board Member
3. Agency: Board for Branch Pilots
4. Meeting/IFF Date: Board Meeting March 12, 2026

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

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Nature of Personal Interest Affected by Transaction:

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

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☒ 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

Date

3-12-26



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

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

1. Name: Michael W. Coleman
2. Title: Board Member
3. Agency: Board for Branch Pilots
4. Meeting/IFF Date: Board Meeting March 12, 2026

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

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Nature of Personal Interest Affected by Transaction:

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

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

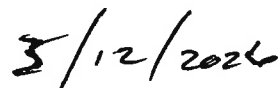
**or**

☐ I did not participate in the transaction.

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



Signature



Date



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

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

1. Name: January Collins
2. Title: Board Member
3. Agency: Board for Branch Pilots
4. Meeting/IFF Date: Board Meeting March 12, 2026

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

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Nature of Personal Interest Affected by Transaction:

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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

3/12/26  
Date



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

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

1. Name: Patrick B. McDermott
2. Title: Board Member
3. Agency: Board for Branch Pilots
4. Meeting/IFF Date: Board Meeting March 12, 2026

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

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Nature of Personal Interest Affected by Transaction:

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

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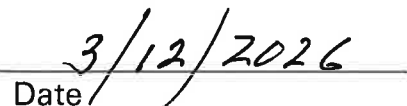
☐ I am able to participate in this transaction fairly, objectively, and in the public interest.

**or**

☐ I did not participate in the transaction.

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

  
Signature

  
Date



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

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

1. Name: Christine N. Piersall
2. Title: Board Member
3. Agency: Board for Branch Pilots
4. Meeting/IFF Date: Board Meeting March 12, 2026

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

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Nature of Personal Interest Affected by Transaction:

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

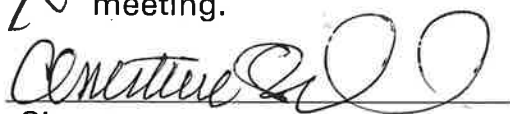
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☐ I am able to participate in this transaction fairly, objectively, and in the public interest.

**or**

☐ I did not participate in the transaction.

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

  
Signature

  
Date



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

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

1. Name: Clarence Young
2. Title: Board Member
3. Agency: Board for Branch Pilots
4. Meeting/IFF Date: Board Meeting March 12, 2026

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

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Nature of Personal Interest Affected by Transaction:

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

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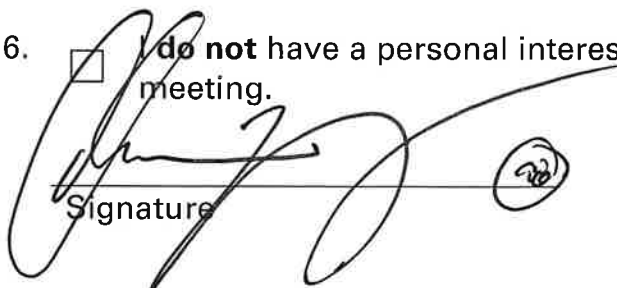
I am able to participate in this transaction fairly, objectively, and in the public interest.

or



I did not participate in the transaction.

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

  
Signature

2026 March 12  
Date

