

BOARD FOR BRANCH PILOTS

Thursday, June 11, 2026 – 10:30 a.m.
Virginia Port Authority-Norfolk, VA

Department of Professional and Occupational Regulation
9960 Mayland Drive
Richmond, Virginia 23233

Mission: Our mission is to protect the health, safety and welfare of the public by licensing qualified individuals and businesses enforcing standards of professional conduct for professions and occupations as designated by statute.

I. CALL TO ORDER

- a. Emergency Evacuation Procedures
- b. Determination of Quorum

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

- a. Branch Pilots Board Meeting, March 12, 2026

IV. PUBLIC COMMENT PERIOD ***FIVE MINUTE PUBLIC COMMENT, PER PERSON***

V. NOTIFICATION LETTER

- a. MV Neptun Fury

VI. EDUCATION

- a. Exam Administrator's Update

VII. NEW BUSINESS

- a. Request to Expedite the Processing of Credentials
- b. 2027 Board for Branch Pilots Upgrade Schedule
- c. Regulatory Update
 - i. HB 1305 Amendment
- d. Fee Update
- e. VMA26 October 13-15, 2026
- f. Board Member Training Conference - October 22-23, 2026

VIII. OTHER BUSINESS

IX. COMPLETE CONFLICT OF INTEREST FORM AND TRAVEL VOUCHER

X. ADJOURNMENT

NEXT MEETING SCHEDULED FOR **THURSDAY, SEPTEMBER 10, 2026**

- ❖ 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.
- ❖ Five-minute public comment, per person, with the exception of any open disciplinary or application file.
- ❖ Persons desiring to participate in the meeting and requiring special accommodations or interpretative services should contact the Department at (804) 367-2785 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.

DRAFT AGENDA
Materials contained in this agenda are proposed topics for discussion
And are not to be construed as regulation or official board position.
DRAFT AGENDA

**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/Introductions

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
Administrator
s' 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

Michael Coleman, President

Laura V. McClintock, Secretary



Virginia Pilot Association

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3329 SHORE DRIVE
VIRGINIA BEACH, VA 23451

May 12, 2026

Captain Patrick Drayer
Commanding Officer
United States Coast Guard
National Maritime Center
100 Forbes Drive
Martinsburg, WV 25404-7120

SUBJECT: Request to Expedite the Processing of Credentials

Dear Captain Drayer,

In accordance with April 22, 2026, Notice from the National Maritime Center (“Lapse in Appropriations and Government Shutdown UPDATE #3: Mitigation Efforts – Extensions”), I am writing to request the expedited processing, for “national security-related” reasons, of two of our limited branch pilots that need to sit for an unlimited inland master credential. Austin Collier Capps, Reference No. 4023891 applied for his credentials on May 7, 2026. Matthew Cook Morse, Reference No. 2995540, applied for his credentials on April 14, 2026.

Maritime pilots are critical infrastructure personnel who support not only commercial shipping, but also national defense operations, maritime domain awareness, and homeland security. Pilots are often the first Americans to board foreign vessels entering U.S. ports and serve as a key layer of security and safety oversight in our waterways.

Maritime pilots licensed by the Commonwealth of Virginia routinely pilot vessels engaged in critical national defense operations, such as U.S. Navy warships, Military Sealift Command (MSC) or other Department of War (DOW)-directed ships, vessels enrolled in the Maritime Security Program (MSP) and Tanker Security Program (TSP) supporting U.S. strategic sealift capacity, and other vessels that are directly tied to military cargo, troop deployment, and DOW sustainment operations.

The Port of Virginia is the third largest container port on the East Coast, Virginia is the biggest coal exporter in the United States, the Elizabeth River is home to approximately 68 private terminals, and Portsmouth Marine Terminal is the main hub for Dominion Energy’s Coastal Virginia Offshore Wind Project, the biggest offshore wind project under

construction in North America. Virginia-licensed pilots also directly support national security as they routinely direct the navigation of large ocean-going vessels in a port complex that has been designated by the Department of Transportation and the U.S. Maritime Administration as part of the National Port Readiness Network (NPRN).¹ The NPRN, which covers 18 ports throughout the Nation, including Hampton Roads, is a “cooperative designed to ensure readiness of commercial ports to support force deployment during contingencies and other national defense emergencies.”² There is no doubt that the Port of Virginia, which hosts the world’s largest naval base, is vital to the national defense of our country.

The Virginia Pilot Association is made up of 32 Branch Pilots and 4 Limited Branch Pilots. It takes 5 years to become a Branch Pilot in Virginia. As the Virginia Pilot Association has a contract with the U.S. Navy to provide pilotage services to the Atlantic fleet, the biggest naval base in the world, it is critical that Branch Pilots and Limited Branch Pilots are considered critical for national security. We respectfully request expedited processing for two of our limited branch pilots to sit for USCG credentials and credential renewals so as not to interrupt this service provided to the U.S Navy when requested.

Delays in qualifying will negatively impact the pipeline of qualified pilots in the Virginia Pilot Association and threaten to create workforce shortages in a profession that already requires years of training and development.

We thank you for your consideration in this matter and please do not hesitate to contact me if you have any questions.

Sincerely



Capt. J. W. Whiting Chisman, III
President
Virginia Pilot Association

¹ Department of Transportation, *National Port Readiness Network (NPRN)*, <https://www.maritime.dot.gov/ports/national-port-readiness-network-nprn>, (last updated Sept. 11, 2024, last visited May 11, 2026).

² *Id.*

DRAFT

2027 UPGRADE SCHEDULE

DATES BELOW ARE WHEN APPRENTICES/LIMITED BRANCH PILOTS BECOME
ELIGIBLE FOR ORIGINAL OR LIMITED BRANCH LICENSE UPGRADE

2027

March 11, 2027 (Thursday)	8:30 (EXAM)	Anderson Hanna Sinisi	Foxtrot Foxtrot Charlie
	2:00 (MEETING)		

June 15, 2027 (Tuesday)	8:30 (EXAM)	Sinisi	Delta
	10:30 (MEETING)		

Sept. 14, 2027 (Tuesday)	8:30 (EXAM)	Anderson	Golf
		Hanna	Golf
		Sinisi	Echo
		Evans	Alpha
		Kahler	Alpha
Sept. 15, 2027 (Wednesday)	10:30 (MEETING)		

Dec. 6, 2027 (Monday)	9:00-4:00	Renewals – Va. Pilot Assoc.	
Dec. 7, 2027 (Tuesday)	9:00-4:00	Renewals – Va. Pilot Assoc.	

Dec. 14, 2027 (Tuesday)	8:30 (EXAM)	Evans Kahler	Bravo Bravo
	2:00 (MEETING)	Masterson Trader	Alpha Alpha

1 **Project 8714 - Exempt Final**

2 **Board For Branch Pilots**

3 **HB 1305 Amendment (Board for Branch Pilots Disciplinary Powers)**

4 **18VAC45-20-40. Grounds for denial of licensure, denial of renewal, or discipline.**

5 **A.** The board shall have the authority to deny initial licensure, deny an extension of license,
6 or deny renewal as well as to discipline, pursuant to § 54.1-902 of the Code of Virginia, existing
7 licensees, whether limited or not, for the following reasons:

8 1. Having been convicted or found guilty, regardless of adjudication, in any jurisdiction of
9 the United States of any felony or a misdemeanor involving fraudulent or dishonest acts
10 or any alcohol-related or drug-related offense, there being no appeal pending therefrom
11 or the time for appeal having elapsed.

12 Any plea of nolo contendere shall be considered a conviction for the purposes of this
13 subdivision. The record of a conviction certified or authenticated in such form as to be
14 admissible in evidence of the laws of the jurisdiction where convicted shall be admissible
15 as prima facie evidence of such conviction.

16 2. Failing to inform the board in writing within seven calendar days of pleading guilty or
17 nolo contendere or being convicted or found guilty of any felony or of a misdemeanor
18 involving fraudulent or dishonest acts or any alcohol-related or drug-related offense.

19 3. Failing to report to the board in writing any reports of the National Transportation
20 Safety Board involving the licensee or the results of any disciplinary action taken by the
21 U.S. Coast Guard against the licensee within seven calendar days of that report or
22 action.

23 4. Refusing or in any other way failing to carry out an order from the pilot officers for
24 reasons other than the public health, safety, or welfare.

25 5. Negligence or misconduct in the performance of duties.

26 6. Violating or cooperating with others in violating any provision of Chapter 9 (§ 54.1-900
27 et seq.) of Title 54.1 of the Code of Virginia or any regulation of the board.

28 7. Failing to immediately file with the president or vice president of the board, with a copy
29 to the board administrator, a complete written account of any violation of the statutes of
30 Virginia or of the United States relating to pilotage or failing to report in writing to the
31 president or vice president of the board, with a copy to the board administrator, an
32 account of all collisions, groundings, or other maritime mishaps of any description that
33 may occur during the discharge of the pilot's duties. This report shall be received no later
34 than seven days after such an incident.

35 8. Failing to report to the board any physical or mental condition that may affect the
36 licensee's ability to perform the duties of a pilot. Such reports shall be provided within
37 seven calendar days of the onset of the condition.

38 9. Refusing to comply with the board's requirement for a chemical test. Such test is
39 required:

40 a. Immediately and no later than 12 hours after involvement in a collision, grounding,
41 or other incident resulting in personal injury, death, environmental hazard, or
42 property damage in excess of \$100,000;

43 b. In any instance in which the board has reasonable cause to believe there is
44 evidence of impaired performance and a test is necessary to protect the public
45 health, safety, or welfare; or

46 c. Under the provisions of 18VAC45-20-50.

47 Refusing to comply with this requirement of subdivisions 9 a or 9 b of this section may
48 result in summary suspension of the pilot's license in accordance with § 54.1-902 of the
49 Code of Virginia.

50 10. Failing to send proof of any test required by subdivision 9 of this section to the
51 president or vice president of the board, with a copy to the board administrator, within 48
52 hours of the administration of the test.

53 11. Reasonable cause by the board to believe there is a threat to the public health,
54 safety, or welfare based on evidence of impaired performance or substance abuse or a
55 positive chemical test. Such a finding may result in summary suspension of the pilot's
56 license in accordance with § 54.1-902 of the Code of Virginia.

57 12. Performing or attempting to perform any of the duties of the licensee's office or job
58 while:

- 59 a. Under the influence of illegal drugs; or
- 60 b. Under the influence of alcohol, marijuana, or any medication (controlled substance
61 or otherwise) to the extent that the licensee was unfit for the performance of the
62 duties or the licensee's office or job.

63 13. Failing to comply with any of the provisions of 18VAC45-20-50.

64 B. In accordance with § 54.1-902 of the Code of Virginia, discipline by the board may
65 include (i) imposition of a monetary penalty, (ii) suspension of a license, (iii) placing a licensee
66 on probation, (iv) failing to renew a license, or (v) revocation of a license. The board may also
67 take a case against a licensee under advisement as provided for in § 54.1-201 A 7 of the Code
68 of Virginia.