Minutes of the Special Meeting of the Board of River Port Pilot Commissioners and Examiners (Calcasieu) held at 9:00 A.M., May 5, 2017 in the Board Room of the Port of Lake Charles located at 1611 W. Sallier St., Lake Charles, Louisiana.

In attendance and constituting a quorum, were:

 Captain Jack Lemon, Chairman

 Mr. Mitch Drost, Vice Chairman

Absent:

 Dr. Daryl V. Burckel, Secretary

Also present:

 Captain Brett Palmer, Lake Charles Pilots

Captain Lemon called the meeting to order at 9:00 A.M.

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1. Approval of the February 7, 2017 Special Meeting Minutes.

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Mr. Drost offered a motion to approve the February 7, 2017 minutes. Captain Lemon seconded the motion and it carried unanimously.

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2. Consideration and appropriate action concerning approval of a pilot commission.

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Captain Brett Palmer stated Captain Jon Gagne has progressed well in his apprentice training completed his twelve months of required training

Captain Palmer requested the Board recommend Captain Jon Gagne for a State Pilot Commission.

Captain Lemon offered a motion to recommend Captain Jon Gagne for a State Pilot Commission. Mr. Drost seconded the motion and it carried unanimously.

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3. Discussion of Standards of Care for the Lake Charles Pilots.

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Captain Palmer presented an LNG Simulation based evaluation presentation. (Included with Minutes.)

He also discussed the Standards and Care for the Lake Charles Pilots, which was revised on April 28, 2017.

In the Standards and Care, pages 10 and 11 were highlighted. Under Section 6.0 Multiple Pilot Requirements, Section 6.2, changes were made as follows:

6.21 All LNG Carries greater than 155,000m3 or greater than 8,000m2 of windage shall have two pilots inbound and outbound between the CC buoy and any LNG terminal.

6.22 All inbound LNG carriers shall have two pilots when outer bar cross current is greater than .7 knots.

In Section 7.0 Weather Guidelines, the changes made are as follows:

7.11 LNG carriers are generally restricted to sustained winds of approximately 20 knots. This figure may vary slightly depending on several factors such as type of LNG carrier, longitudinal windage and tug availability. LNG carriers greater than 8,000m2 windage will generally be restricted to a 15 knots of sustained beam wind.

7.1.2 LNG carriers are generally restricted to a maximum of 1.0 knots of cross-current along the Outer Bar Channel, as measured by the PORTS® current meter located on Lighted Buoy 36. (Comment: this is equal to holding 7 degrees of leeway at 8 knots, which is the target speed for entering the breakwater with escort tugs.)

Captain Lemon offered a motion to accept the revisions to the Standards and Care document. Mr. Drost seconded the motion and it carried unanimously.

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3. Other matters which may properly come before the Board

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Captain Lemon stated there were no Other Matters to discuss.

There being no further business to come before the Board, on a motion made by Mr. Drost seconded by Captain Lemon, and approved unanimously among those present, the meeting adjourned at 9:15 a.m.