

BOARD OF LOUISIANA  
RIVER PILOT  
REVIEW AND OVERSIGHT BOARD  
(BOR)

Quarterly meeting held on Wednesday, the  
11th day of December, 2024, at the Offices of the  
New Orleans-Baton Rouge Steamship Pilots  
Association, 2640 Ridgelake Drive, Metairie,  
Louisiana, beginning at 11:00 a.m.

1       PRESENT:

2               ROY QUEZAIRE

3               ADAM BURAS

4               CHUCK GILCHRIST

5               JACK ANDERSON

6               DAVE RENEGAR

7               TIM LONG

8               LEE JACKSON

9               SHANNON MARKS

10              MIKE DELESDERNIER

11              CONN REGAN

12              PHIL ROBINSON

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1 MR. JACKSON:

2 All right. We'll call the  
3 second and final meeting of the  
4 Board of Review, Pilot Board of  
5 Review, to order. We'll call  
6 roll.

7 MR. REGAN:

8 Conn Regan.

9 MR. QUEZAIRE:

10 Roy Quezaire.

11 MR. BURAS:

12 Adam Buras.

13 MR. GILCHRIST:

14 Chuck Gilchrist.

15 MR. ANDERSON:

16 Jack Anderson.

17 MR. RENEGAR:

18 David Renegar.

19 MR. LONG:

20 Tim Long.

21 MR. ROBINSON:

22 Phil Robinson.

23 MR. JACKSON:

24 Lee Jackson.

25 All right. All present --

1 not all present. We're  
2 missing -- obviously the board  
3 still needs one member to fill,  
4 but Jennifer Moss actually called  
5 earlier and gives her regards.  
6 She couldn't make it. But we do  
7 have a quorum.

8 Let's move to the next item  
9 in the agenda, public comments.  
10 Public. Going once, twice.  
11 Gone.

12 All right. So, in the pre-  
13 reads on yesterday, we sent out  
14 the board minutes from our last  
15 meeting. Anyone have any -- a  
16 moment to review those? When  
17 y'all are ready, I'll entertain a  
18 motion.

19 MR. REGAN:

20 I'll move.

21 MR. LONG:

22 Second.

23 MR. JACKSON:

24 All right. Second by Tim  
25 Long, moved by Judge Regan.

1                   Old business. If you recall  
2                   in our last meeting, we talked  
3                   about ADA and how it's important  
4                   through the last legislative  
5                   session -- it wasn't the last  
6                   session -- which session was it?

7                   MR. QUEZAIRE:

8                   I think it was two sessions  
9                   ago.

10                  MR. JACKSON:

11                  Two sessions ago. The  
12                  legislature adopted Americans  
13                  With Disabilities Act for all  
14                  boards and commissions where you  
15                  had to make adjustments to  
16                  accommodate those individuals,  
17                  and that would mean that you  
18                  would have to, one -- on your  
19                  website is one, create some sort  
20                  of mechanism or mechanics so that  
21                  people with the disabilities  
22                  could be accommodated. After  
23                  much discussion at our last  
24                  meeting, if you recall, Jennifer  
25                  said on another board that she

1           was on, they just basically  
2           implemented some language on the  
3           website that will enable those  
4           individuals with disabilities to  
5           contact the board representative  
6           to make sure that we can make the  
7           accommodations.

8           The challenges, some boards  
9           cannot afford to go all the way  
10          out there. Right? They just  
11          don't have the revenue stream to  
12          do that, which means putting up  
13          big, fancy electronics and all  
14          those things.

15          So, for now, with the  
16          board's agreement, in your  
17          packet, you will see the language  
18          that was discussed post-  
19          meeting -- post our last meeting  
20          and, for the most part, it  
21          basically goes in, if anyone with  
22          ADA disabilities or their  
23          caregiver requests within two  
24          days of a Pilot Board of Review  
25          meeting to participate in a

1 meeting electronically, they will  
2 be given the option to call in to  
3 the location stated in the  
4 official meeting notice and  
5 participate via speakerphone. I  
6 would ask that the board agrees  
7 that we adopt that language so it  
8 can be placed on our website and  
9 that will have us in compliance  
10 for now with the ADA law.

11 MR. QUEZAIRE:

12 So move.

13 MR. JACKSON:

14 Do I get a second?

15 MR. GILCHRIST:

16 Second.

17 MR. JACKSON:

18 All right. Moved by Roy  
19 Quezaire, seconded by Chuck  
20 Gilchrist.

21 Next, on the agenda, new  
22 business. As we do every year to  
23 true up the Board of Review, we  
24 have to, as per state statute,  
25 the beginning of the year, each

1           year, we have to fund the Board  
2           of Review up to \$50,000, and  
3           whatever the minus is at the end,  
4           collectively amongst all the  
5           pilot groups, they will be issued  
6           a invoice to bring it back up to  
7           \$50,000 for the calendar year of  
8           2025. If you will see in your  
9           packet, currently, where we are  
10          from a balance on our banking, we  
11          stand right now currently at  
12          46,635.92. That -- we will have  
13          some year-end invoices that will  
14          have to be paid, including the  
15          meeting for the retired judge as  
16          well as Counsel's invoices and  
17          some invoices from Mike  
18          Delesdernier for website hosting.  
19          We're trying to get that away  
20          from him, but it's still being  
21          hosted by a group that's billing  
22          him monthly for it. So,  
23          Counsel's invoice shouldn't be  
24          anywhere between five to \$6,000.  
25          So, my gut tells me what we'll be



1 looking at is less than \$10,000  
2 to true up amongst all the  
3 parties for the year.

4 So, with that, I would  
5 entertain a motion to pay all  
6 existing bills and expenses for  
7 the end of 2024, and to agree to  
8 send out true-ups to all the  
9 organizations. We can do two  
10 motions or just one full swoop.

11 MR. LONG:

12 One motion, so moved.

13 MR. JACKSON:

14 Yes. Second?

15 MR. ANDERSON:

16 Second.

17 MR. JACKSON:

18 Seconded by Jack. So, that  
19 moves us to -- C, D -- E.  
20 Basically, this is in here  
21 because we just want the pilot  
22 groups to just give us a basic  
23 overview on where they are, if  
24 there's anything highlighted that  
25 there may be a major issue that

1           the Board of Review could be  
2           anticipating coming down the  
3           pike, or if there's nothing, so  
4           be it.

5           I'll tell you for the New  
6           Orleans-Baton Rouge Steamship  
7           Pilots, the Board of Examiners,  
8           we have no issues. We have just  
9           general groundings that have been  
10          happening throughout our route,  
11          nonincidental in any nature. We  
12          do have new apprentices on board  
13          that are training currently, but  
14          other than that, nothing new.

15          I move to -- Crescent  
16          Pilots -- I'm sorry. Let's go  
17          Lake Charles.

18          MR. GILCHRIST:

19          We have nothing to report.  
20          Other just to update you,  
21          starting two new apprentices  
22          January 1 who will be replacing  
23          people that are going to retire  
24          two years from that date. We  
25          have one deputy who will become a

1 full pilot as of January 1. He's  
2 replacing Steve Nelson. Some of  
3 y'all probably remember Steve.  
4 Steve's off the river now. He's  
5 finished. He will surrender his  
6 commission at the end of this  
7 year. Other than that, nothing.

8 MR. JACKSON:

9 Adam, I'm sorry. I skipped  
10 over you.

11 MR. BURAS:

12 We have nothing to report.

13 MR. JACKSON:

14 Okay. All right. Jack?

15 MR. ANDERSON:

16 We have eight apprentices in  
17 the apprenticeship year that are  
18 expected to become deputy pilots  
19 July of 2025. They are  
20 progressing well. We've had  
21 several reports of machinery  
22 failures since the last meeting.  
23 We have one complaint of wave  
24 wash that we're investigating at  
25 the present time. Other than

1           that, that's it.

2           MR. JACKSON:

3                 Okay. All right. Good.

4           Good. Let me see. I don't think

5           there's anything else. Any

6           comments from anyone?

7           MR. GILCHRIST:

8                 So, I read the minutes.

9           Unfortunately, I missed the last

10          meeting, and there was a lot of

11          discussion about engine failures.

12          I haven't really been reporting

13          those. Do those reach the level

14          they need to be reported here?

15          If there's no damage, no

16          complaint against the pilot,

17          nothing that comes to mind, Board

18          of Commissioners and Examiners

19          over there, is it just kind of

20          informational?

21          MR. JACKSON:

22                 Yeah, that's all it is. I

23          think, Chuck, it's just

24          informational. We all know --

25          and I think Tim has been in some

1 of the discussions with it. I  
2 think just keeping it on the  
3 radar.

4 MR. GILCHRIST:

5 Okay.

6 MR. JACKSON:

7 I think, hopefully, it will  
8 make its way to someone who gives  
9 a doggone about it so they can  
10 understand the importance of what  
11 this low sulfur is doing and  
12 anything else associated with it.  
13 We typically report it as  
14 nonreportable. We, basically,  
15 when it happens, if it creates a  
16 scenario where it's an emergency  
17 and the anchor is dropped, well,  
18 then, the pilot will go and take  
19 a drug test and, you know, we'll  
20 just create something just to set  
21 it there, but it's nonreportable  
22 in any form or fashion.

23 MR. GILCHRIST:

24 Because we do do all our  
25 proper reporting to Coast Guard,

1           if there's any machinery failure  
2           or anything like that. I just  
3           didn't know I needed to report it  
4           here.

5           MR. JACKSON:

6                     Now, I am hearing where  
7           there's something going on --  
8           Jack, you may know a little about  
9           it -- but the Coast Guard is  
10          warning if you have a -- it's  
11          called a -- what is it -- Toby  
12          mentioned it to me -- they now  
13          want to you do a near-miss -- a  
14          near-miss report. If you have  
15          a -- well, let's call it a -- if  
16          you come to a slow stop, but not  
17          a grounding, they are now  
18          requiring -- the captain of the  
19          port is wanting it to be  
20          considered a near-miss, and in  
21          that case, a file has to be put  
22          together. Are you guys hearing  
23          anything about that?

24          MR. ANDERSON:

25                     We spoke to the Coast Guard

1           in the past about a near-miss and  
2           what constitutes a near-miss, and  
3           we have no definition of what a  
4           near-miss is. We passed, like  
5           you guys, regularly within 100  
6           feet of each other. I don't know  
7           if that's considered a near-miss  
8           or not. Sometimes I've been  
9           told, well, if it's intentional,  
10          it's not a near-miss, but we  
11          don't report near-misses.

12         MR. JACKSON:

13                 Well, this is supposedly the  
14                 new captain of the port is  
15                 expressing this, and this is what  
16                 the captain of -- I mean, the  
17                 president of NOBRA told me.  
18                 Adam, you want to add?

19         MR. BURAS:

20                 I think it's MSIB from the  
21                 port. And it's any grounding.  
22                 Like, if you bump, he considers  
23                 that a grounding. Like, you  
24                 don't even go to zero, just you  
25                 know you hit the bottom, that's

1           supposed to be reported.

2           MR. LONG:

3                   I will tell you from an  
4           industry perspective why that's a  
5           terrible idea. Any time that I  
6           have something that's reported to  
7           the Coast Guard, we're going to  
8           investigate it, particularly on  
9           the tanker side. We look at  
10          every situation and say, okay,  
11          this has been reported to the  
12          Coast Guard, there's regulatory  
13          involvement, I need to know  
14          what's going on, and this could  
15          lead to a vessel having an  
16          inspection done by ABS, and  
17          that's an in-water inspection in  
18          the Mississippi River, which, we  
19          all know, is kind of useless.

20                  So -- then, we have to enter  
21          a tank, if we have to go in a  
22          ballast tank, the ballast tank  
23          has to be emptied, there's delays  
24          to the operation. We have to get  
25          into the ballast tank. Now we're



1           doing tank entry. We are not  
2           going to be allowed at any docks.  
3           It is an additional time-suck.

4           MR. JACKSON:

5                 Delay, too.

6           MR. LONG:

7                 And through the past ten  
8           years, we've proven there's no  
9           valid reason for it. I don't  
10          know how to talk to the Coast  
11          Guard about this. Near miss,  
12          which has absolutely no  
13          definition, I think, is great,  
14          write it up, send it in. I won't  
15          have to do an investigation on  
16          it. But anything else, the idea  
17          of a grounding on the Mississippi  
18          River, if they start comparing it  
19          to a grounding at the New York  
20          Harbor, they're completely  
21          different scenarios.

22          MR. ANDERSON:

23                 And that's my concern, Tim,  
24          is the fact that, you know, we  
25          anchor ships. Most of our

1            anchorages extend from either  
2            bank out --

3            MR. LONG:

4            Yes, sir.

5            MR. ANDERSON:

6            -- approximately 900 feet at  
7            the widest point. If the wind's  
8            blowing on shore, the vessel's  
9            going to rotate and the stern is  
10           going to touch the bank to keep  
11           it from fouling the anchors.

12           That's a common practice here.  
13           When the wind stops blowing, the  
14           ship lays straight.

15           Well, with the new captain  
16           of the port, he's expressed some  
17           interest, but I haven't seen a  
18           MSIB on it or anything like  
19           that -- but he has expressed some  
20           interest to report all of these  
21           as grounding incidents, and it's  
22           not. The vessel's merely  
23           touching the shore.

24           MR. JACKSON:

25           In a situation in our route,

1           what happened -- I mean, the  
2           pilot -- again, ship didn't come  
3           to a complete stop, but the pilot  
4           did report it to a board of  
5           directors member that was on call  
6           at the time, and there was some  
7           back-and-forth, and he basically  
8           said you have to report it to the  
9           Coast Guard because the captain  
10          of the port considers that a  
11          near-miss.

12         MR. RENEGAR:

13                 Was he underway, Lee?

14         MR. JACKSON:

15                 Yes, he was underway.

16         MR. RENEGAR:

17                 It was just a deep-draft  
18          vessel and he just kind of --

19         MR. JACKSON:

20                 We all know what we're  
21          dealing with right now, right,  
22          this time of the year, where the  
23          gauge is is unbelievable. Yeah.  
24          Toby was -- so, I might connect  
25          him to you, Tim --

1 MR. LONG:

2 Yes, sir.

3 MR. JACKSON:

4 -- so that you can get a  
5 better appreciation on what --  
6 what it is, because I can  
7 understand what it does to -- you  
8 know, just from the flow of  
9 trade, right. You get to a point  
10 where something happens and then  
11 a ship may stand in the anchorage  
12 waiting on someone to clear it  
13 based on something that really  
14 and truly was very, what,  
15 nominal. You know, it's everyday  
16 business here in the Mississippi  
17 River. So --

18 MR. LONG:

19 I'll even take it a step  
20 further than that. We have been  
21 very lucky with it not being a  
22 foggy season, but you take a fog  
23 season with 20 ships anchored  
24 outside, 90 percent of the  
25 anchorage is taken, and then you

1           take that last 10 percent with  
2           these near-misses, we've taken up  
3           a \$300 million a day port and  
4           drop it down to one tank. It's  
5           not a viable path forward, again,  
6           considering the structure and the  
7           bottom conditions, which are not  
8           rock. It is sand. It's silt.  
9           It's a biomass of things. I  
10          think we really need to see where  
11          we can address this and kind of  
12          get back to where we were six  
13          months ago.

14         MR. JACKSON:

15                 I will take that as an  
16                 action. You and I will work --

17         MR. LONG:

18                 Yes.

19         MR. JACKSON:

20                 -- and get with -- I don't  
21                 know if you all want to  
22                 participate and maybe see if we  
23                 can't get a meeting.

24         MR. DELESDERNIER:

25                 We already had the ball

1           rolling. I would have to say  
2           that what happened was  
3           inconclusive, if not  
4           inconsistent.

5           MR. LONG:

6                 Yes.

7           MR. DELESDERNIER:

8                 But Mark Pivach attended the  
9           meeting with us because he  
10          brought the near-miss element to  
11          us. We specifically asked near  
12          miss. They said we don't know  
13          what it is. Never even mentioned  
14          grounding or questionable  
15          grounding, you know. But we went  
16          through the issue. With regard  
17          to Chuck's question about the  
18          mechanical failure, the Key  
19          Bridge, we were doing it before  
20          the Key Bridge, but after the Key  
21          Bridge, there's more of a  
22          emphasis on loss of power and  
23          potential issues.

24          MR. GILCHRIST:

25                 We report anything like that

1 to the Coast Guard. My question  
2 was: Do I need to bring it here?

3 MR. JACKSON:

4 When it comes here, I think  
5 it's just a conversation. We're  
6 not -- just so that everyone is  
7 aware.

8 MR. DELESDERNIER:

9 You let the Coast Guard  
10 know. It's really, you know,  
11 their thing. It's inconsistent  
12 right now, and it probably will  
13 require from the pilots as a  
14 whole and the industry --

15 MR. LONG:

16 Some input.

17 MR. DELESDERNIER:

18 Well, to really kind of --  
19 the Coast Guard tried to figure  
20 it out, and they can't.

21 MR. LONG:

22 Yes.

23 MR. BURAS:

24 This all came from the  
25 change of the captain of the

1 port. Captain Callahan, from  
2 what I heard, is very different  
3 and more by the book than the  
4 previous. I'm looking at the  
5 MSIB right now from October 29th.

6 MR. DELESDERNIER:

7 Can you forward it?

8 MR. BURAS:

9 Yeah.

10 MR. JACKSON:

11 I get the sense, too, from  
12 Toby that that's the same thing.  
13 This new captain of the port is  
14 being very over the top from the  
15 sense of a CYA, just trying to  
16 understand, and maybe it does  
17 require some engagement from  
18 industry and all of us. More or  
19 less, I think, industry can make  
20 a huge difference in the  
21 discussion to ensure that the  
22 captain of the port understands  
23 really and truly what you're  
24 asking, you know.

25 MR. LONG:



1                   As far as the near-miss, I  
2                   would -- if we use a definition  
3                   of a near-miss to be in the  
4                   industry, it's something that  
5                   could have been an incident and  
6                   it's not, we make a record of and  
7                   it's a lesson learned.

8                   MR. JACKSON:

9                   That's right.

10                  MR. LONG:

11                  To me, I have no problem  
12                  with that. We can actually use  
13                  that as data points to say( here  
14                  is where the issue has been  
15                  happening, maybe we can make some  
16                  move, whatever, but there is no  
17                  official report after that,  
18                  there's no report of possible  
19                  damage, it's not described as an  
20                  incident.

21                  MR. JACKSON:

22                  Uh-huh.

23                  MR. LONG:

24                  And that would back it up if  
25                  we could get them to define it.

1           And that would be my input and  
2           I'm happy to engage at any level  
3           with that.

4           MR. JACKSON:

5                 Okay. Yeah. I will see if  
6           we can't organize something and  
7           potentially try to get a little  
8           bit more clarity on it.

9           MR. DELESDERNIER:

10                And have a conversation with  
11           Mark because I don't want --  
12           Pivach -- because I don't want my  
13           explanation of what Mark heard,  
14           didn't hear, bias what he  
15           actually got out of the meeting.  
16           And Mark was very active -- I  
17           called him -- he asked me. I  
18           said, we're setting up a meeting.  
19           I invited him because that's what  
20           we do. And Shannon and Dave and  
21           Jack, we were all there. I mean,  
22           we try to do that with the Coast  
23           Guard periodically, you know. We  
24           were a little late this year  
25           because we had other issues to

1 deal with as well.

2 MR. JACKSON:

3 Okay. Anything else anyone  
4 wants to comment on or anything  
5 you see popping up on the  
6 horizons? I think legislatively-  
7 wise, we're fine. I don't hear  
8 of any -- there's always noise,  
9 but, for the most part, I think  
10 we're good there. Again, we're  
11 just waiting for that last person  
12 to be filled on this board, but  
13 other than that, I think we're  
14 moving along fine.

15 Good. All right. Well, if  
16 no one has anything else, I  
17 entertain --

18 MR. REGAN:

19 I'll move.

20 MR. GILCHRIST:

21 Wasn't there one more thing  
22 on the agenda? The number of  
23 pilots per association.

24 MR. JACKSON:

25 Yeah, we talked through

1           that. If I wasn't clear, what  
2           will happen is Counsel will send  
3           out something like we do every  
4           year to each one, each one of the  
5           groups, and it'll just identify  
6           what your number is once we --  
7           once we get a true picture on  
8           where the funding is. Because we  
9           have to get the last invoices in  
10          from them and do some other  
11          checks to Mike as well as to  
12          Judge here, and then once we do  
13          that, then, what we'll do, it  
14          will be one notice going out. It  
15          will also have your number as  
16          well as, you know, you just fill  
17          in what your number of pilots is.

18          MR. GILCHRIST:

19                 Last year, we stated our  
20          number in a meeting and they  
21          created the --

22          MR. JACKSON:

23                 Well, if you guys know it  
24          now.

25          MR. GILCHRIST:

1                   No. I was just making sure  
2                   we didn't skip something.

3                   MR. JACKSON:

4                   No, no, no. I can tell you  
5                   we're at 113 now, but we have 32  
6                   guys on in apprenticeship. Where  
7                   you all at, Jack, right now?

8                   MR. ANDERSON:

9                   We're at 130.

10                  MR. LONG:

11                  Or we'll be at 130 at the  
12                  end of the year. Is that right?

13                  MR. ANDERSON:

14                  Yeah, I think so.

15                  MR. JACKSON:

16                  How about you guys, Adam?

17                  MR. BURAS:

18                  Fifty.

19                  MR. JACKSON:

20                  Fifty.

21                  MR. GILCHRIST:

22                  We're 21.

23                  MR. JACKSON:

24                  Okay. All right. Well,  
25                  Judge, you want to try that

1           again?

2           MR. REGAN:

3                 I'll move.

4           MR. JACKSON:

5                 All right. I get a second?

6           MR. ANDERSON:

7                 Second.

8           MR. JACKSON:

9                 All in favor? All right,  
10           guys.

11                 (Whereupon, the testimony of  
12           the witness was concluded at  
13           11:20 a.m.)

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## 1 REPORTER'S CERTIFICATE

2 This certification is valid only for a  
3 transcript accompanied by my original signature  
4 and original required seal on this page.

5 I, CAROL VALLETTE SLATER, Certified Court  
6 Reporter, in and for the State of Louisiana, as  
7 the officer before whom these proceedings was  
8 taken, do hereby certify that the testimony was  
9 reported by me in the stenotype reporting method,  
10 was prepared and transcribed by me or under my  
11 personal direction and supervision, and is a true  
12 and correct transcript to the best of my ability  
13 and understanding; that the transcript has been  
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litigant in this matter, nor is there any such  
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in this matter. I am not related to counsel or  
the parties herein, nor am I otherwise interested  
in the outcome of this matter.

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CAROL VALLETTE SLATER

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DATE

1 Certified Court Reporter (78020)  
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