

BOARD OF EXAMINERS



NEW ORLEANS AND BATON ROUGE STEAMSHIP PILOTS FOR THE MISSISSIPPI RIVER

STANDARDS OF CARE - HIGH INTEREST VESSELS

The Board of Examiners for New Orleans-Baton Rouge Steamship Pilots for the Mississippi River ("BOE"), is the sole competent pilotage authority statutorily created for the purpose of regulating, supervising and overseeing the New Orleans - Baton Rouge Steamship Pilots Association ("NOBRA" and/or "NOBRA Pilots") as authorized by La. R.S. 34:1041, *et seq.* and Title 46 - Professional and Occupational Standards, Part LXX. River Pilots, Subpart 3. Board of Examiners for the New Orleans and Baton Rouge Steamship Pilots, *et seq.*

The following Standards of Care are established by the BOE to inform NOBRA and the NOBRA Pilots of special standards regarding High Interest Vessels ("HIV"). Nothing in these Standards of Care prohibit the BOE from revising, removing and/or implementing additional Standards of Care, rules and regulations, safety restrictions and/or other orders in response to declared emergency situations or in other overriding operational conditions.

Classification of Vessel as HIV

The following controlling entities may designate a vessel as HIV:

- BOE;
- U.S.C.G.;
- Any federal authority(ies); and
- Any state authority(ies).

Establishing or Removing a Classification of HIV

The following non-controlling entities shall petition the BOE to establish or remove an HIV classification:

- NOBRA;
- Any customer of the NOBRA Pilots, docks, berths, moorings or other industry interest; and
- Any vessel agent, owner or owner representative.

Actions by Pilots Aboard a HIV

- All NOBRA Pilots serving as Pilots aboard a HIV will work in a two-pilot (or greater) team;
- Teams of Pilots working aboard a HIV will actively work together with one Pilot serving as the conning Pilot and the others serving as the resource Pilots; and
- Pilots will arrange to rotate the conning Pilot duty to minimize fatigue.

HIV Restricted to Daylight Only Operations

- HIV shall be restricted to daylight only operations.

Vessels Restricted to Daylight Operations

A vessel underway prior to the expiration of daylight encountering the expiration of daylight or other unexpected overriding river condition may continue to its intended destination or a safe alternative destination as determined by the Pilot assigned to the respective vessel. All efforts shall be made by the Pilot to minimize night time vessel transit. *See* Title 46 - Professional and Occupational Standards, Part LXX. River Pilots, Subpart 3. Board of Examiners for the New Orleans and Baton Rouge Steamship Pilots, Chapter 63. Standards of Conduct § 6309. Adoption of Navigational Rules.