



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, vessel owner, or vessel 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.