

**New Orleans-Baton Rouge
Steamship Pilots Association**

Pilot Notice: 22-12
Petition: 22-05
Date of Notice: September 22, 2022
Subject: Rule 61: High Interest Vessels (HIV) and Rule 62: High-Water Conditions
Submitted By: Captain Chad V. Cefalu; Captain Luke A. Grundmeyer; Captain Edward J. Laine, Jr.; Captain Jon W. Lashley; Captain Jason P. Ledet; Captain Paul D. Ledet; Captain Kyle T. Rittiner; Captain David C. Shirah, Jr.; Captain Derek C. Solar; Captain Aubrey R. Spreen; and Captain Carlton J. Trosclair

This petition is to implement **Rule 61: High Interest Vessels (HIV)** and **Rule 62: High-Water Conditions**. If passed these rules will go into effect on October 5, 2022.

RULE 61: HIGH INTEREST VESSELS (HIV)

A. HIV Classification

The following controlling entities may classify a vessel as a HIV:

1. United States Coast Guard;
2. Any federal authority;
3. Any state authority; and/or
4. NOBRA Board of Directors.

B. Establishing/Removing a HIV Classification

The following non-controlling entities may petition the NOBRA Board of Directors to establish or remove a HIV classification:

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

C. Actions by Pilots Aboard a HIV

1. All NOBRA pilots serving aboard a HIV will work in a two-pilot (*or greater*) team;

2. 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
3. Pilots will arrange to rotate the conning pilot's duty to minimize fatigue.

D. **HIVs - Daylight Operations**

1. A HIV may be restricted to daylight operations as determined by a controlling entity outlined in section A.
2. A HIV 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 pilots assigned to the respective vessel. All efforts shall be made by the pilots to minimize nighttime vessel transit.

RULE 62: HIGH-WATER CONDITIONS

A. **Determining Mississippi River Gauge Levels¹**

NOBRA pilots should use the National Weather Service National Oceanic and Atmospheric Administration Advanced Hydraulic Prediction Service (NOAA) for the Lower Mississippi River or other generally accepted database to obtain river forecasts upon the NOBRA route.

Mississippi River forecasts published by NOAA may be obtained at: <https://www.weather.gov/lix/>.

B. **Carrollton Gauge Forecast of 12 ft. and Rising**

When the Mississippi River Carrollton gauge has a forecast of 12 ft. and rising, the following safety guidelines are effective immediately:

1. Mooring and unmooring operations at all mid-stream transfer facilities shall be restricted to daylight operations only;
2. Any berth requiring the use of a mooring boat shall be restricted to daylight operations only; and
3. Vessels anchoring in NOBRA's area of responsibility may be required to maintain a pilot on board while at anchor for the safety of the vessel.

These safety guidelines shall remain in effect until the Mississippi River Carrollton gauge has a forecast of 12 ft. and falling.

¹ **High-Water Conditions**: 8 feet or above on a rising stage or 9 feet or above on a falling stage. See Title 33 Code of Federal Regulations, Section 161.65(b).

C. **Carrollton Gauge Forecast of 16 ft. and Rising and/or Baton Rouge Gauge Forecast of 40 ft. and Rising²**

When the Mississippi River Carrollton gauge has a forecast of 16 ft. and rising and/or the Baton Rouge gauge has a forecast of 40 ft. and rising, the following safety guidelines are effective immediately:

1. MM 170 AHP to MM 233 AHP, all vessels shall be restricted to daylight operations only;
2. All vessels operating within the Baton Rouge Harbor (*i.e.*, MM 225 AHP - MM 234 AHP) shall utilize tug escorts with adequate horsepower while transiting above the I-10 bridge to the dock, as well as departing the dock and transiting downbound past the I-10 bridge; and
3. Only one vessel at a time will be allowed to be underway between the I-10 bridge and the U.S. 190 bridge.

These safety guidelines shall remain in effect until the Mississippi River Carrollton gauge has a forecast of 16 ft. and falling and/or the Baton Rouge gauge has a forecast of 40 ft. and falling.

D. **Prolonged and/or Extreme High-Water Conditions**

During periods of prolonged and/or extreme High-Water Conditions, the NOBRA Board of Directors may implement the following safety guidelines:

1. Pilots dispatched to ensure a vessel remains stable at a berth or anchorage may serve no more than 6 consecutive bridge hours; and
2. All vessel travel, north bound and south bound, on the entire NOBRA route between MM 88 AHP and MM 234 AHP may be restricted to daylight operations.

E. **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 nighttime vessel transit.

Voting on this petition begins at 1500 today, Thursday, September 22, 2022, and will continue until 1500, Wednesday, October 5, 2022.

² See 2021(Revised) U.S.C.G. Mississippi River and Tributaries Waterways Action Plan - Marine Safety Unit Baton Rouge Annex or subsequent applicable revised version.

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