



FAX (504) 392-7598

## Crescent River Port Pilots' Association

STATE COMMISSIONED - FEDERALLY LICENSED  
RIVER PORT PILOTS FOR THE PORT OF NEW ORLEANS

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Belle Chasse, Louisiana 70037



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May 8, 2017

Consistent with last year, the River Port Pilots who are shareholders of the Crescent River Port Pilots' Association have determined, as a result of communications among themselves, the following high water precautions are in effect:

- When the Carrollton gauge is at 10 feet or above, daylight only berthing and unberthing for all orders at the MGMT rig and Dockside Buoys.
- When the Carrollton gauge is above 7 feet but below 12 feet, all stern first jobs in Chalmette Slip and head down orders at any dock must be daylight only.
- When the Carrollton gauge is at 12 feet or above, no head down assignments will be dispatched.
- When the Carrollton gauge is at 12 feet or above, daylight only berthing and unberthing in Chalmette Slip. In addition, 2 tractor tugs shall be available.
- When the Carrollton gauge is at 12 feet or above, daylight only transit of the IHNC locks. In addition, 2 tugs shall be available, at least one being a tractor tug.
- When the Carrollton Gauge reaches **16'**, any vessel ordered to the point, (mile 90.5) for **1600** or later and drafting **30'** or more and the NWS is predicting fog, the River Port Pilot assigned to that vessel, as soon as possible, may inform our dispatcher, the NOBRA pilot, or the agent, not to bring the vessel down as the impending restricted visibility conditions and the potential lack of tug availability and anchorage space, may create an environment of uncertainty for the vessel to be able to safely transit the river to its intended destination. The River Port Pilot may also accept the order when these conditions exist and proceed with 2 assists tugs.

The Crescent River Port Pilots' Association as the agent of the river port pilots whom are its shareholders provides this communication to you. Please call with any questions or if clarification is needed. Thank you.

Regards,

Captain Scott Loga  
Vice-President