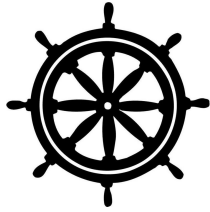


BOARD OF COMMISSIONERS SAFE NAVIGATION REGULATION



For southbound vessels, when the river stage is 14 feet or greater on the Carrollton Gauge and the vessel's draft is 36 feet or greater and fog is predicted by the National Weather Service.

One assist tug is required.



Safe Navigation Committee

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Recommendations For River Stages

RIVER STAGE LESS THAN 14 FEET AT CARROLTON GAUGE

- Vessel of 500 feet or greater prohibited from anchoring in General Anchorage except in an emergency.

RIVER STATE 14 FEET OR GREATOR AT CARROLTON GAUGE

- No vessel is to anchor in General Anchorage except in an emergency
- No head down berthing (Special Service may be available in certain cases)
- No vessel stern first in Chalmette Slip (Special Service may be available in certain cases)
- Vessels with draft of 30 feet or greater are prohibited from anchoring at 12 Mile Anchorage below Stolthaven
- The minimum distance between vessels at 9 and 12 Mile Anchorage should be 1000 feet

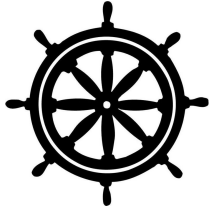
MID STREAM TERMINALS

- Midstream mooring restrictions enacted by line handling services concerning the safety of the mooring crew shall be observed by Crescent Pilots
- Vessels at mid-stream moorings are required to maintain a pilot until it is determined, by the pilot onboard, that the vessel is secure and no longer requires pilot assistance.

CHALMETTE SLIP AT ANY RIVER STAGE

- Vessels berthed at Sections "D" and "E" should be moved if another vessel must berth or sail from Sections "C" or "F".

***Nothing in the Safe Navigation Committee's recommendations shall supersede the pilot's individual judgment. The pilot bears the sole responsibility for safe performance of their duties. This includes the number and type of tug assistance required**



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Recommendation For Departing LNG Vessels at Venture Global

It is recommended that if marine assets are present in the UBT fleeting area or Davant Anchorage, any LNG vessel departing the Venture Global facility should consider transiting upstream to turn for sea.

Recommendations For Deficient Vessels Requiring an Escort Tug per USCG

1. A deficient vessel required to engage an escort tug while underway, per USCG mandate, should be assigned two pilots.
2. A deficient vessel at anchor or at a berth required to engage a standby tug, per USCG mandate, should be assigned a pilot.

***Nothing in the recommendation should be construed as limiting a pilot to exercise their judgement**