

Standards of Care Practiced by the Lake Charles Pilots
Endorsed by the Calcasieu River Waterway Harbor Safety Committee
19 June 2007
Revised 26 July 2007

Further development and/or refinement of these Standards of Care are anticipated as required by research and practical experience of pilots.

General Practices

In general, the pilots request assist or “escort” tugs for one the following reasons.

- The pilots strive to reduce the effects of water displacement caused by moving vessels to acceptable levels through the use of assist tugs. The undesired effects include surge to moored vessels, wake and water displacement damage to private land and docks located along the ship channel and danger to small recreation vessels in shallow water adjacent to the ship channel from water displacement.
- Requests for assist or “escort” tugs is at the pilot’s discretion. The pilot’s request for tugs to accomplish the reduction in speed will vary depending upon the availability of tugs, the maneuvering speeds, characteristics and load condition of the vessel being piloted, as well as the number, type and load condition of ships that are moored along the channel and their condition of loading.
- The ability to control the ship in the event of an engine or steering failure in order to attempt to prevent a collision, allision or grounding.
- For assistance in negotiating certain bends in the channel; specifically the turn out of the PPG Channel; the bends around the Clooney Island Loop; the bend of the river at City Docks 3 and 4 and the bend into and out of the lake at lights 123 and 124.

Specific Practices

1. Loaded ships over 34 feet of draft (beam of 108 or greater) are started inbound according to “boarding windows” which are designed to take into account tide levels and current speeds; both of which have an effect on under-keel clearance and maneuvering characteristics.
2. Outbound loaded ships are evaluated on a case-by-case basis and scheduled to take advantage of higher water levels above the Calcasieu Intersection.
3. Two tugs are secured and utilized on all large, loaded ships from light 87 and 88 primarily to control the ship’s speed in order to reduce the effects of water displacement to an acceptable level.
4. One or more assist tugs are utilized on most ships when passing through the Interstate 210 Bridge to assist in controlling the ship in the event of an engine or steering failure, thereby improving the chances of avoiding an allision with the bridge.
5. Tugs are utilized on almost all ships sailing from PPG and turning outbound through the I-210 Bridge to assist in making the turn out of the PPG Channel and to assist in controlling the ship in the event of an engine or steering failure, thereby improving the chances of avoiding an allision with the bridge.
6. Tugs are utilized on most outbound loaded ships and most outbound large ships in ballast primarily to control speed until the ship has cleared all facilities of concern.

7. Loaded ships with drafts of greater than 34 feet are advised to utilize their high sea suction intake, if equipped, for main engine cooling to reduce the possibility of overheating due to the intake of muddy water, which could result in failure of the main engine.
8. The maximum size of ships above the Port of Lake Charles City Docks (Mile 34) is restricted to 753 feet in length, 106 feet in beam and 36 feet of draft.
9. Loaded ships bound for berths above the Port of Lake Charles City Docks (Mile 34) are tide restricted and pilot boarding times will be determined on a case-by-case basis.
10. Piloting loaded bulk ships to the bulk terminals in the lake above the Port of Lake Charles City Docks (Mile 34) during extreme ebb currents is restricted at the discretion of the pilots.
11. Three assist tugs are generally utilized when docking and sailing crude ships over 125,000 deadweight tons. (Third tug joins the ship for the docking or sailing maneuver.)
12. LNG ships are restricted to sustained winds of no more than approximately 20 knots, however this figure may vary with the size and type of the LNG ship; membrane versus spherical tank and tug availability.
13. One or more tugs *shall* be secured to loaded ships with a mean fresh-water draft of 34 feet or more while passing the Cameron LNG Terminal, both inbound and outbound, when an LNG ship is berthed, primarily to control speed, but also to improve the chances of avoiding an allision in the event of an engine or steering failure.
14. One or more tugs *may* be required to be secured to ships with a mean fresh-water draft of less than 34 feet or more while passing the Cameron LNG Terminal, both inbound and outbound at the discretion of the on-scene pilot.
15. All piloted vessels shall have a stand-by ASD tug shadow the vessel while passing the Cameron LNG Terminal. This shadowing stand-by ASD tug will be available to the pilot to assist the passing vessel in avoiding or mitigating an allision.
16. The pilots shall control the speed of the passing vessel while passing the Cameron LNG Terminal, when an LNG ship is berthed, to reduce the effects of water displacement to acceptable levels through the use of assist tugs, if necessary. The number and type of tugs will vary depending upon the availability of tugs and the maneuvering speeds, characteristics and load condition of the passing vessel.
17. LNG carriers built prior to January 1, 1983 shall have at least one tractor-style tug tethered at all times when transiting the Calcasieu Ship Channel between the Cameron Jetties and any LNG berth.
18. Occasionally, pilotage service is suspended during the approach of severe weather to avoid dangerous situations in our narrow channel.