

Website Information on the Board of New Orleans –
Baton Rouge Steamship Pilot Examiners

(3) Pages

BOARD OF NEW ORLEANS - BATON ROUGE



STEAMSHIP PILOT EXAMINERS FOR THE MISSISSIPPI RIVER

2805 HARVARD AVENUE, SUITE 101, METAIRIE, LOUISIANA 70006

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Continuing Education

Every pilot seeking to maintain a pilot's commission must successfully complete the following required courses every five years:

- An approved Bridge Resource Management course for pilots;
- An approved Emergency Ship Handling course for pilots;
- A marine technical course, which includes Vessel Traffic Service training;

In addition, every pilot must successfully complete 24 hours of professional development courses, approved by the Board of Examiners. The Board may, from time to time, adjust these requirements in order to maintain the highest level of professional competency and pilot safety. Please note that the three courses due every five years will be included in the 24 hours of required professional development courses.

All professional education classes and programs shall be approved by the Board of Examiners. The Board of Examiners will maintain a non-exclusive list of approved professional education classes and programs, which may be periodically updated.

The Board of Examiners encourages NOBRA pilots to enroll in classes at The Maritime Pilots Institute in Covington, LA. The Board will, however, approve classes from any other maritime school, such as The United States Merchant Marine Academy, any of the state maritime schools or private schools listed on our links page such as Delgado Community College or L.E. Fletcher Technical Community College. Other schools and courses will be approved on a case by case basis.

[Request for Extension of Time for Continuing Education Requirement](#)

[Approved MPI Courses](#)



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History

The existence of ship pilots on the Mississippi River from New Orleans to Baton Rouge, Louisiana, arose out of a need to service the growing number of facilities along this route in the early 1900's. The Standard Oil Refinery, which later came to be known as Exxon Oil Company, Baton Rouge, was responsible for making Baton Rouge a deep sea port, the most inland port of entry in the entire country. The Standard Oil Docks are approximately 255 miles inland from the Gulf of Mexico. Standard Oil of New Jersey officials chose the site for several reasons in 1909 when they decided to set up an affiliate in Louisiana. It was the last high ground above flood stage as one traveled downstream. Baton Rouge was also the lower terminus of the twelve foot channel for shallow draft vessels, such as tugs and tows, journeying downriver and the beginning of the deep draft channel for oceangoing vessels that needed thirty to thirty five feet clearance. New Orleans was considered, it would seem to have been a more obvious choice, since it was already an established port and much closer to the Gulf than Baton Rouge. However Standard Oil officials wanted security against flooding and a location closer to the oil fields of North Louisiana and Oklahoma. The intention was to lay a pipeline connecting these oil fields to the refinery. For all of these reasons, Standard Oil purchased 213 acres of land on the river in north Baton Rouge in March of 1909.

When oceangoing ships began to come to Baton Rouge, the Standard Oil Company had to arrange for pilots to guide them upriver from New Orleans. Between 1911 and 1916, an upriver pilots' organization, the New Orleans-Baton Rouge Steamship Pilots Association, was formed. A group of men, each a skilled and qualified pilot, but bound together only by the ties of friendship, and a mutual understanding of the problems of their calling, rendered pilotage services on vessels sailing the Mississippi River between the ports of New Orleans and Baton Rouge. These pilots were:

- | | | |
|-------------------------|-------------------------|---------------------|
| Bill Neihiesel | Pat Morrison | Bill Wrigley |
| C. M. Jackson | William Heuer | Sam McNeely |
| Guy Mallory | J. P. T. Roberts | R. B. Chotin |
| O. D. Jackson | Trim Wadlington | W. Arbo |
| A. B. Critton | Seth Simpson | Harvey Brown |
| P. A. Chotin | Lemuel Bailey | H. G. Koch |
| C. J. Lauterbach | A. P. Schwalb | E. F. Higbee |



NOBRA Pilots receiving their Charter from Senator Lionel OTT March 30th, 1943 - Honorable Sam Jones, Admin. Standing L-R: Captain Adolph Schwalb, Captain C.M. Jackson, Captain C. Lauterbach, Captain Eugene Higbee Seated L-R: Captain Olivier D. Jackson, Captain Alex Chotin, Captain J.P.T. Roberts, Captain Harry Koch

The original

Charter was passed on March 30, 1943 pursuant to the authority granted in Act No. 291 of 1942 of the Legislature of Louisiana. Upriver piloting was not a nine to five job, with weekends off. Each man's name was placed on a list, and he was assigned a ship when his name reached the top. He would be called several hours ahead of time and given his "turn". He worked seven days a week and was subject to being called at any time of the day or night. He might get a long turn, taking a ship from New Orleans to Baton Rouge, or the other way around, or a short turn between New Orleans and one of the refinery locations just upriver at St. Rose, Destrehan, Good Hope, or Norco. On long turns from New Orleans to Baton Rouge, a pilot had to stay constantly alert and remain most of the time, on his feet, guiding the vessel for sometimes as long as fifteen hours.

The stretch of the Mississippi River from New Orleans to Baton Rouge is very unique with its many twists and turns and idiosyncrasies. So unique is this stretch of river that it was assigned two sets of Rules of the Road by the United States Coast Guard, the Inland Rules that were used up to the Huey P. Long Bridge and the Western Rivers Rules which applied all the way up the Mississippi River from there. Today, this route has more than one hundred docks and berths, fifteen U. S. Coast Guard approved anchorages and as many as fifty barge fleets that act as staging areas for the products that eventually make their way to the cargo holds of ships. While we celebrate our rich history, we also look forward to our bright future on the Mississippi River.

The Board of New Orleans and Baton Rouge Steamship Pilot Examiners for the Mississippi River had its origins as early as 1947, but not until the 1980's, did it assume more specific duties and responsibilities of river pilot oversight after the Louisiana Legislature enacted a series of state acts. Louisiana Revised Statute 34:1041 gives the enabling legislation that grants the powers conferred upon the Board of Examiners. Section 1042 sets out not only the requirements for membership and appointment, but it discloses specific and general, inherent powers of the Board.

The Board is composed of three Louisiana state commissioned pilots who are members of the New Orleans-Baton Rouge Steamship Pilots association. This Board has enacted a series of rules and regulations since 1988 to address the health, safety and welfare of the State of Louisiana and the state commissioned pilots under their jurisdiction.

The Board of New Orleans - Baton Rouge Steamship Pilot Examiners for the Mississippi River wish to thank the family of Joy J. Jackson, daughter of Captain Oliver D. Jackson, as excerpts from this page were taken from her book, Where the River Runs Deep, The Story of a Mississippi River Pilot. Copyright, 1993 by Louisiana State University Press.

BOARD OF NEW ORLEANS - BATON ROUGE



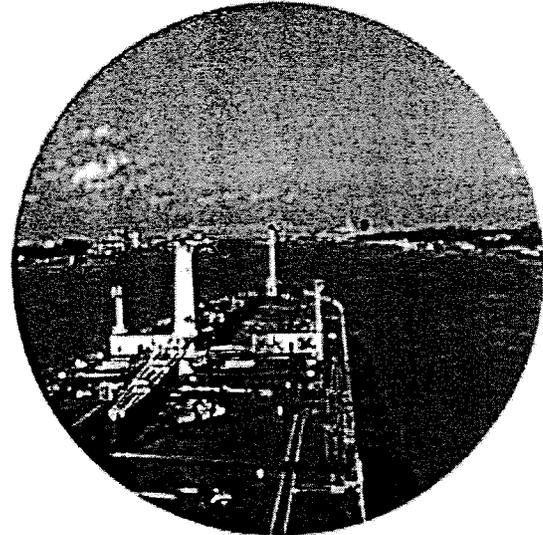
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Initiative



Prime Directive

The Board of New Orleans - Baton Rouge Steamship Pilot Examiners for the Mississippi River is charged by the Louisiana Legislature with the responsibility of promoting and maintaining the safety of maritime commerce along the Mississippi River. To this end, the Board of Examiners has set qualification standards for applicants who have earned, among other qualifications, a maritime degree. Among other duties, the Board of Examiners also administers a three year apprenticeship program, implements a stringent drug testing program for apprentices and pilots and regulates pilot oversight. See link <http://www.legis.state.la.us/lss/lss.asp?doc=91819>

Admission Qualifications and Procedures

As of January 1, 2005, admission requirements are based on education, licensing and work experience. Please refer to the Louisiana Statutory regulation, Title 46, Professional and Occupational Standards, Part LXX River Pilots, Subpart 7, Chapter 64, for details on the appropriate licensing and work experience for the corresponding educational level. All interested applicants will also find a detailed application procedure in this same statute.

Apprenticeship

Those candidates who are elected by the membership into the NOBRA association will enter into a three year apprenticeship program. This program is administered by the Board of Examiners and includes supervised instruction, advanced qualification testing, license preparation and upgrades and professional development.

Drug Testing

The Board of Examiners has instituted one of the most stringent drug testing policy for pilots in the nation. This policy includes random drug testing as well as hair testing which is administered twice yearly to every NOBRA Pilot.

Oversight

Discipline and oversight for the New Orleans and Baton Rouge Steamship Pilots are provided by the Board of Examiners and the newly instituted Board of Review. The Board of Examiners are charged with investigating and adjudicating any incidents including collisions, groundings, wave and displacement damage as well as complaints against pilots. The Board of Examiners is made up of three active NOBRA pilots, whose unique perspective and insight into piloting provides fair and knowledgeable judgments. The Louisiana Legislature approved the formation of the Board of Louisiana River Pilots Review and Oversight in the legislative session of 2004. The Board of Review is made up of four pilots, one from each river pilot group, four industry representatives and three former judges, appointed by the Governor. This Board of Review has the authority to review all actions of the four Boards of Examiners and they can review complaints against pilots. See link www.legis.state.la.us/lss/lss.asp?doc=285614