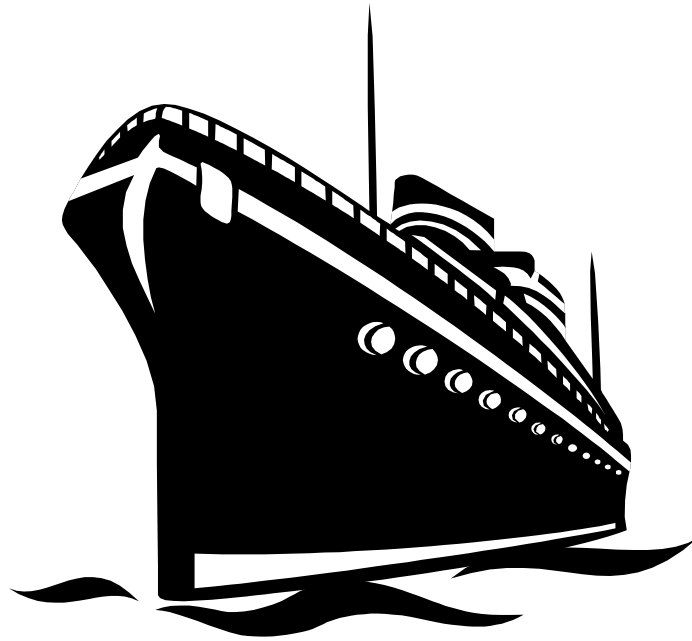


Application for Southeast Alaska Pilotage

U.S. Merchant Mariner Credential

Effective: June 1, 2016

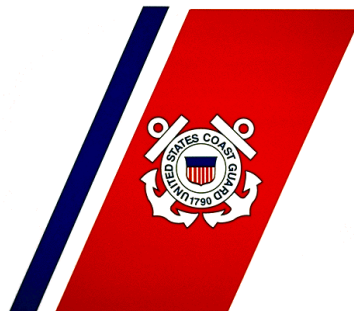


This application package contains the information you will need in order to apply for an original endorsement or to renew an endorsement as a First Class Pilot upon the waters of Southeast Alaska.

U.S. Coast Guard
Regional Exam Center
Juneau

9105 Mendenhall Mall Rd. Suite 170
Juneau, AK 99801
(907) 463-2458
Fax: (907) 463-2482

D05-PF-NMC-1-RECAppSubmission-Jun@uscg.mil



Office Hours

Monday – Friday: 8:00 AM – 3:30 PM

Appointments have preference and may be made [online](#)

Closed all Federal Holidays

Directions

- o We are located in the Valley, in the Mendenhall Mall.

Additional Info

- o **Evaluation User Fee:** Pay via credit card or bank account using <https://www.pay.gov/>. IMPORTANT – PRINT AND INCLUDE YOUR PAYMENT RECEIPT AS PROOF OF PAYMENT.
- o **[CG Form 719B Application](#):** Be sure to read & accurately complete this entire form. Double check your mailing address & contact info.
- o **Signed Conviction Statement:** At the time of application, each applicant must provide written disclosure of all convictions not previously disclosed to the Coast Guard on an application.
- o **Three (3) Character References:** This only applies to applications for *original* officer endorsements. Please see Title 46, Code of Federal Regulations Part 11.205(c) for complete details.
- o **Evidence of appropriate sea service and round trips for each route applied for.**
- o **Photocopies of all applicable Training Course Certificate(s)**
- o **Once the applicant is approved to test by National Maritime Center (NMC); please allow extra time for exams to be mailed and received if they are requested to be administered by any Regional Examination Center (REC) other than REC Juneau or Monitoring Unit Ketchikan.**

More Information

Coast Guard National Maritime Center: www.uscg.mil/nmc

Coast Guard Home Page: www.uscg.mil

United States Code: <http://www.gpo.gov/fdsys/USCODE>

Sector Juneau Homeport: [Homeport: Port Directory - Southeast Alaska](#)

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
Sector Juneau

PO Box 25517
Juneau, AK 99802-5517
Phone: (907) 463-2458
Fax: (907) 463-2482

16720
June 1, 2016

From: Officer in Charge, Marine Inspection, Southeast Alaska
To: First Class Pilot Applicants

Subj: LETTER OF PROMULGATION FOR SOUTHEAST ALASKA PILOTAGE
ENDORSEMENT REQUIREMENTS

1. This pamphlet is an updated version of the Southeast Alaska First Class Pilot application package. The July 2015 Southeast Alaska First Class Pilot package is canceled. Beginning June 1, 2016, all Southeast Alaska First Class Pilot applicants shall refer to this publication for pilot requirements.
2. Pilots with existing exclusive pilotage endorsements do not require additional testing with the exception of testing required to remove any exclusions that are held.
3. Pilots with existing inclusive endorsements are required to hold all core designated areas identified in this package in order to receive an exclusive Southeast Alaska pilotage endorsement. A mariner with an existing inclusive endorsement that becomes an exclusive endorsement after the date of this letter will have all non-core routes, as identified in this package, that have not been achieved at the time the endorsement changes from inclusive to exclusive listed as exclusions.
4. Mariners with existing pilotage applications at REC Juneau are subject to the pilotage package in effect at the time they submitted the application.
5. Pilots with existing pilotage endorsements will have the wording on their MMC changed, as appropriate, at the next renewal/raise in grade to reflect the standardized wording in this package.
6. Pilots with current exclusive pilotage endorsements will only see changes in the wording of excluded areas.
7. Pilots with current exclusive pilotage endorsements may choose to change the wording of their pilotage endorsement to the new Southeast Alaska boundary description, "*Waters of Southeast Alaska from Dixon Entrance to Yakutat Bay*". This change will allow them to serve as a First Class Pilot on the inland waters between Cape Spencer and Yakutat, which they were not authorized previously. However, the new description limits the designated pilotage areas to the inland waters of Southeast Alaska and should be taken into account when making a decision to change the exclusive endorsement.

Subj: LETTER OF PROMULGATION FOR SOUTHEAST ALASKA
PILOTAGE ENDORSEMENT REQUIREMENTS

16720
June 1, 2016

8. Pilots with concerns about the new wording on their MMC should ask for a pre-print example at the time of application. The example will be given to the pilot for review prior to final printing of the MMC; this must be requested from the Juneau REC evaluator before the verbiage is sent to NMC.
9. Unique situations arising from changes in this package should be brought to the attention of the Regional Examination Center. Some examples include testing requirements for areas now defined as sub-routes and endorsement wording questions for endorsements with areas that are no longer defined.
10. Please note that future changes to ports and waterways identified as designated pilotage areas, and other First Class Pilot requirements, may be required based on emerging conditions such as changes to commercial vessel traffic patterns and types.
11. Per Title 46, Code of Federal Regulations (CFR), [Part 11.701\(c\)](#), I may also impose appropriate limitations to any MMC based on the experience of the applicant. These limitations include, but are not limited to, tonnage, vessel type, time of day, and waters.

If you have any questions, please contact Regional Examination Center Juneau at (907) 463-2458.

Sincerely,



S. D. GREENE
Captain, U. S. Coast Guard
Officer in Charge, Marine Inspection
Southeast Alaska

Encl: Pilotage Endorsement Requirements for Southeast Alaska

PILOTAGE ENDORSEMENT REQUIREMENTS FOR SOUTHEAST ALASKA

Effective June 1, 2016

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(6) Under Tonnage Vessel Equipment Verification Sheet
(7) Pilot Evaluation Flow Chart

INTRODUCTION:

1. **Purpose:** This package details the requirements to obtain or renew a First Class Pilot Endorsement or to obtain an endorsement for the ports and waterways within the area of responsibility of the Officer in Charge, Marine Inspection (OCMI), Southeast Alaska. The requirements in this package have been reviewed and approved by the OCMI, Southeast Alaska.
2. **Area of Responsibility:** ([33 CFR 3.85-10](#)) The Southeast Alaska Marine Inspection Zone and Captain of the Port Zone comprise the area within the boundary which starts at 60° 01.3' N 142° 00' W thence proceeds northeasterly to the Canadian border at 60° 18.7' N 141° 00' W; thence southerly and easterly along the United States-Canadian shore side boundary to 54° 40' N; thence westerly along the United States-Canadian maritime boundary to the outermost extent of the Exclusive Economic Zone (EEZ); thence northerly along the outer boundary of the EEZ to 142° 00' W; thence due north to the point of origin.
3. **Pilotage Waters:** ([46 CFR 10.107](#)) Federal pilotage waters are the navigable waters of the United States, including all inland waters and offshore waters to a distance of three nautical miles from the baseline from which the Territorial Sea is measured.
4.
 - a. **Designated Areas:** ([46 CFR 10.107](#)) Designated areas are those areas within pilotage waters for which First Class Pilot endorsements are issued under Title 46 Code of Federal Regulations (CFR), Part 11 ([46 CFR 11 subpart G](#)) by the OCMI. The areas for which First Class Pilot endorsements are issued and required within the Southeast Alaska Marine Inspection Zone are listed in Enclosure (1). Designated areas are also referred to as pilotage routes.
 - b. **Types of Designated Areas:** Southeast Alaska has two types of designated areas called main routes and sub-routes. The main routes generally cover the areas with higher traffic density and/or substantially higher risk of a marine incident. Sub-routes are smaller areas within a main route that have been determined to require separate pilotage requirements but do not have enough traffic or risk to be a main route.
 - c. **Non-Designated Areas:** All remaining areas with Southeast Alaska pilotage waters that are not designated.
5. **Authority:** ([46 CFR 10](#), [46 CFR 11](#)) The regulations governing the issuance of an original First Class Pilot endorsement are contained in 46 CFR Part 10 and 46 CFR Part 11.

GENERAL REQUIREMENTS:

1. **Application:** ([46 CFR 10.209](#)) All applications must be made using an Application for License as an Officer, Staff Officer, or Operator and for Merchant Mariner's Document, Form CG-719B. Applicants must establish that they meet the qualification requirements. All applications are valid for a period of one year from the date of approval by the REC. All examinations must be completed within one year from the date the mariner is approved to test. Applicants must specify which routes they are applying for at the time of application. Once an endorsement is issued, the application is closed. **Additional routes may not be added to the application once the evaluation process has begun.**

2. **Physical Exam Requirements:** ([46 CFR 10](#)). Applicants for an original First Class Pilot endorsement must meet the physical examination of 46 CFR 10.205(d) and 10.709. Physical examination results must be submitted with the MMC application and recorded on a Merchant Marine Physical Examination Report, Form CG-719K.

3. **Annual Physical Exams:** ([46 CFR 11.709](#)) Each person holding an endorsement as First Class Pilot on vessels of 1,600 gross tons and over shall have a thorough physical exam *each year* while holding the endorsement. The required annual physical must meet the requirements of [46 CFR 10.215](#).

4. **Trip Sheets:** An applicant for a First Class Pilot endorsement or extension of route must use the enclosed blank trip sheet (Enclosure 3) for recording the required trips. **Trips must be recorded using the trip sheet reference points as outlined in Enclosure (1).** A separate trip sheet must be used for each route. Applicants will not receive credit for a voyage in which applicants were not on the bridge. Properly completed trip sheets must be submitted at the time of application for the route listed on the application. Additional trip sheets will only be accepted to make up minor deficiencies noted during the evaluation process.

5. **Work Hours:** ([46 CFR 15.710](#)) Applicants are reminded that they are limited in the number of hours they may work, which includes time spent on the bridge gaining trip experience while off watch. It is the responsibility of the mariner and employer to ensure that the work hour and fatigue regulations in 46 CFR Part 15 is complied with.

6. **Fees:** ([46 CFR 10.219](#)) The following User Fees apply: Payable at www.pay.gov

a. Endorsement Evaluation	\$ 50.00
b. Endorsement Examination	\$ 45.00
c. <u>MMC Issuance (Endorsement)</u>	<u>\$ 45.00</u>
TOTAL	\$140.00

PROFESSIONAL REQUIREMENTS:

1. **For professional requirements please refer to:** ([46 CFR Sub Part G 11.701](#))
 - a. **Vessels Not Subject to Inspection:** An applicant for an endorsement as pilot will be given credit for experience on motor vessels of a class not subject to inspection by the Coast Guard and not required to carry a credentialed master or pilot (i.e., military or fishing vessels) on a case-by-case basis. Such credit is subject to the same tonnage, experience and authentication procedures discussed by this package and/or U.S. Regulation.

TRIP REQUIREMENTS:

1. **Round Trip:** ([46 CFR 11.705](#)) A round trip consists of a vessel traveling from one of the geographical boundaries listed in Enclosure (1), inbound/northbound to the dock facility where a pilot would normally depart the vessel and outbound/southbound to the designated water's boundary; or a round trip may consist of a transit of the waterway between boundary reference points and back the opposite direction. Where applicable, a round trip for a port must include the main ship channel approaches. All trips for sub-routes may be on under tonnage vessels that meet the requirements of Enclosure (6).
 - a. **Per Day Limit:** A maximum of four round trips per route will be credited in any one day.
 - b. **Recency:** One round trip must have been made within six months immediately preceding the date of application.
 - c. **Darkness:** At least 25% of the total number of round trips must have been made during the hours of darkness. This percentage applies to main routes and sub-routes independently. Darkness for these purposes is defined as the period between evening civil twilight and morning civil twilight. Reduced visibility (not during the period defined above) does not constitute darkness for qualifying nighttime trips. Additionally, for a trip to qualify as during darkness, over half of the time for the transit of the waterway must be made during the authorized period defined above (i.e., in the dark). Failure to meet night trip requirements will result in a daylight only restriction for that particular designated area.
2. **Authentication:** The vessel's United States credentialed master or pilot and the applicant must sign all trip sheets (Enclosure 3). When the applicant is serving as master, all trips must be verified by at least one other ship's officer. Original trip verification sheets **MUST** be submitted to the Regional Exam Center at the time of application. It is the responsibility of the applicant to keep account of his or her trip totals. In the case of an applicant constructing trip sheets from past experience when a sheet was not signed at the time and a validating signature is not possible to obtain at present (e.g. military vessel service or Master no longer available); additional documentation such as photocopies of official vessel logs in lieu of individual's signatures will be considered on a case-by-case basis.
3. **Equivalency:** A mariner may choose to substitute, on a 2 for 1 basis, trips in the same direction for a trip in the opposite direction in order to complete round trips for 25% or fewer of the required round trips. For example, two north-bound trips in Lynn Canal may be substituted for a single south-bound trip in order to satisfy the remaining required south-bound round trip.

4. **Minimum Round Trips:** ([46 CFR 11.705](#)) See Enclosure (2) of this package for the number of round trips required for each waterway. Since the minimums differ for trips completed in different ratings, if a number of trips are completed as AB, QM, WH, and a number are completed as Mate, Master, or Observer the minimum number of trips required will be evaluated on a case-by-case basis.

5. **Special Circumstance:**

****** NOTE ******

ALL UNDER TONNAGE TRIPS MUST BE PRE APPROVED IAW ENCLOSURE #6.

- a. The OCMC has approved the M/V Aurora and M/V Leconte as creditable sea time toward unlimited tonnage for Alaska Marine Highway employees billeted to the vessel even though both vessels are less than the required 1,600 Gross Tons. If either vessel is counted toward unlimited tonnage pilotage trips, an additional four (4) trips are required, in the same daylight/darkness ratio of 3:1. If vessels over 1,600 Gross Tons are used for a portion of the qualifying trips in a particular waterway, and the M/V Aurora or M/V Leconte are used for the remaining trips, the Regional Exam Center staff may determine, on a case by case basis, a lesser number of additional required trips.
- b. Use of a Class A Full Mission Simulator is authorized to fulfill Yakutat Bay and Glacier Bay night trips. Certification must be made on a Trip Verification Sheet and include the simulator location, date, and name/signature of the simulator operator.
- c. Reduced visibility does not constitute darkness for qualifying nighttime trips but may be used for night trips in Yakutat Bay and Glacier Bay, a copy of the ship's log, signed by the Master or Pilot, recording the reduced visibility must accompany the trip sheet.
- d. Use of High Speed Craft M/V Fairweather and M/V Chenega are considered to be under tonnage vessels and can only count for 1/3 of the total required trips.
- e. The M/V LITUYA, M/V STIKINE and M/V PRINCE of WALES are under tonnage vessels that may be used for sub-routes but pre-approval must be obtained as per Enclosure (6) and accompany the trip sheets for that specific route.

EXAMINATIONS:

1. **Authorization to Test:** ([46 CFR 11.707](#)) When the National Maritime Center and the OCMI have determined the applicant's experience and training to be satisfactory and the applicant is ready in all other respects, the OCMI will authorize the applicable examinations. For sub-routes that are added after the main route, the testing will consist only of Area Description since the chart exam is included with the main route. All sub-routes are considered Non-Core. All examinations must be completed within one year of approval to test.

2. **General Examination:** An applicant for an original endorsement as First Class Pilot must be examined as specified in [46 CFR 11.910](#) (Table 11.910-2). However, mariners holding an endorsement as Master or Mate greater than 1,600 gross tons are exempt from this general pilotage examination.

3. **Route Specific Examination:** Applicants for an original First Class Pilot endorsement on a MMC are required to take the following examinations:

- a. **Chart Sketches:** Must be from the latest edition chart and updates prior to the exam date, also completed in same sitting as Light List. Mariners drawing areas consisting of several chartlets may choose to draw chartlets on different consecutive sittings. Chart sketches for main routes and sub-routes will be completed at the same time unless they are on the different scales. In those instances the charts can be drawn on different days but all must be completed prior to receiving the main route endorsement. If drawn on different days, the sub-route chart sketch(es) will be completed after the main route sketches(es) are given a passing score. Aids to Navigation are to be drawn to scale on the navigation chart which the sketch represents. See Enclosure (4) for detailed requirements and Enclosure (5) for grading description.
- b. **Light Lists:** A separate light list shall accompany each chart. If Clarence Strait is being drawn, the light-list may include both charts but must be understandable. Each light list must be either ascending or descending along the waterway, as formatted in the Light List. **Any other method is unacceptable and will be returned with a failing grade.**
- c. **Area Description:** Must be legible and completed in one sitting. Each applicant will be provided with a blank route description for each designated area for which they apply. Area descriptions should include passages from the current Coast Pilot and Voluntary Waterways Guide, as well as area familiarization data from personal observations. From memory, each applicant must describe the following:
 - 1) The general configuration of the waterways, ports, and harbors; *as defined under the Geographic Boundaries in Enclosure 1.*
 - 2) Vessel traffic concerns;
 - 3) Wind and weather conditions (including seasonal changes);
 - 4) Tides and currents which may be expected;
 - 5) Special harbor rules and navigation customs observed in the area, (i.e. pilot stations, customs quarantine areas, etc.);
 - 6) Description and location of anchorage areas;
 - 7) Area hazards (including restricted areas, danger areas, submerged wrecks, cables, rocks, obstructions, etc.);
 - 8) Prominent geographic features (including obstructions and man-made structures); and
 - 9) All "Special Notes" indicated on the NOAA chart (i.e., danger warnings, local magnetic anomalies, uncharted mooring buoys, etc.).

4. **Other Examinations:** Any other examination the OCMI deems necessary.

ENDORSEMENT WORDING:

1. **General:** MMC endorsements will state the specific Federally Designated Areas upon which the mariner is authorized to serve as a First Class Pilot.
2. **Route Type Definitions:** Core routes are defined as those routes generally transited by the Alaska Marine Highway System. Non-Core routes are all remaining designated pilotage areas. All sub-routes are considered Non-Core. Federally Designated Areas and Core / Non-Core route designations are listed in Enclosure (1).
3. **Inclusive/Exclusive:** Accomplishment of all Core routes determines the point at which an endorsement changes from inclusive to exclusive. Until all Core routes are achieved, the endorsement will be inclusive. Representative inclusive and exclusive endorsements are provided.

Inclusive wording – lists only the Designated Areas achieved:

First Class Pilot on Vessels of Unlimited Tonnage upon the Waters of Southeast Alaska that include Auke Bay, Gastineau Channel, and Lynn Canal.

Exclusive wording – after all Core routes completed, lists Designated Areas NOT achieved:

First Class Pilot on Vessels of Unlimited Tonnage upon the Waters of Southeast Alaska from Dixon Entrance to Yakutat Bay, excluding Snow Passage, Glacier Bay.

4. **Order of Areas:** The order of routes on a MMC will go from Southern-most to Northern-most, attained by the mariner in alignment with the Southeast Alaska area description (Dixon Entrance to either Cape Spencer, Monti Bay or Yakutat Bay), and grouped by core status. Core routes are listed first and then Non-Core routes.
5. **Limitations:** If an area has limitations associated with it, such as tug and barge combinations, the area with a limitation will be at the end of the endorsement. For example,

Inclusive wording with limitations:

First Class Pilot on Vessels of Unlimited Tonnage upon the Waters of Southeast Alaska that include Auke Bay and Lynn Canal; also, First Class Pilot limited to Tug and Barge combinations of Any Gross Tons upon the Waters of Southeast Alaska that include Gastineau Channel.

Exclusive wording with limitations:

First Class Pilot on Vessels of Unlimited Tonnage upon the Waters of Southeast Alaska from Dixon Entrance to Yakutat Bay, with the exception of Snow Passage, Glacier Bay; also, First Class Pilot limited to Tug and Barge combinations of Any Gross Tons upon the Waters of Southeast Alaska that include Klawock Inlet.

First Class Pilot on Vessels of Unlimited Tonnage upon the Waters of Southeast Alaska from Dixon Entrance to Yakutat Bay, with the exception of Klawock Inlet, Snow Passage, Glacier Bay; also, First Class Pilot on Vessels of not more than 2,000 Gross Tons upon the Waters of Southeast Alaska that include Klawock Inlet.

SOUTHEAST ALASKA DESIGNATED AREAS

Designated areas are those areas within pilotage waters for which First Class Pilot's endorsements are issued under Title 46 CFR Part 10, by the OCMI. The areas for which First Class Pilot's endorsements are issued and required within the Southeast Alaska Marine Inspection Zone are as listed below.

Core Pilotage Areas (Chart)	Geographic Boundaries	Trip Sheet Reference Points (N / S – E / W – O / I)	Chart Boundaries (approximate)
Revillagigedo Channel (17434)	Revillagigedo- north of a line from Cape Northumberland to Cape Fox; North of a line drawn from Annette Pt. to Fish Is.; south of a line from Race Pt. to Mountain Pt.	N: Mountain Pt S: Twin Is	Revillagigedo Channel North of southern tip of Mary Island; includes entrances to Behm Canal and Felice Strait.
Tongass Narrows South (17428)	North of a line from Gravina Pt to Race Pt and north of a line from Race Pt to Mountain Pt. South of a line from Charcoal Pt to Airport Ferry Landing.	N: Charcoal Pt, Port of Ketchikan Via: West or East Channel S: Gravina Pt, Mountain Pt	Race Pt to the Ketchikan Airport. (Entire area)
Tongass Narrows North (17428)	North of a line from Charcoal Pt to Airport Ferry Landing. East of a line from Vallenar Rock to Guard Is. South of a line from Guard Is to Pt Higgins.	N: Guard Is S: Charcoal Pt or Port of Ketchikan	Ketchikan Airport to Guard Is. (Entire area)
Clarence Strait (17360, 17420)	North of a line from Cape Chacon to Cape Northumberland; East of 132-20 W; west of a line from Dall Head to Pt. Davidson; West of a line from Caamano Point to Vallenar Point. South of a line drawn from Point Nesbit to Steamer Point.	N: Nesbitt Reef, Steamer Pt S: Guard Is	North of Guard Is and south of Steamer Pt and East of 132° 20'W. Includes Kasaan Bay. Consists of 2 chartlets, drawn in two consecutive sittings.
Sumner Strait East (17360)	North of a Line from Pt. Colpoys to MacNamara Pt.; east of a line drawn from Pt. Colpoys to Mitchell Pt.; west of 132-20; NE of a line drawn from Pt. Nesbitt to Steamer Pt.	N: Pt Alexander W: McArthur Reef Via: Port of Wrangell S: Steamer Pt	North of Steamer Pt and west of Mitchell Pt; includes Duncan Canal. (Entire area)
Wrangell Narrows (17375)	North of a line from Pt Alexander to opposite headland. South of a line from Prowley Pt to WN Buoy and south of a line from WN Buoy to Sandy Beach. East of a line at 180° T from Hood Pt.	N: WN Buoy Via: Port of Petersburg S: Pt Alexander	North of Pt Alexander and south of WN buoy. Consists of 5 chartlets. (Entire area)
Frederick Sound (17360)	East of a line from Pt. Gardner to Kingsmill Point; South of a line drawn from Pt. Hugh to Pt. Windham; NW of a line drawn from Cannery Pt. to McDonald Is., then due east to the mainland.	N: Pt Hugh W: Cape Bendel S: WN Buoy	North of Cape Bendel, south of Pt Hugh, and west of Pt Agassiz.
Keku Strait (17368)	North of a line at 090° T from Pt Hamilton to Shore. South of a line from Pt Macartney to Cornwallis Pt.	O: Pt Macartney, Cornwallis Pt, Pt Hamilton I: Port of Kake	North of Pt Hamilton, south of Pt Macartney, and east of Payne Is.

SOUTHEAST ALASKA DESIGNATED AREAS

Core Pilotage Areas (Chart)	Geographic Boundaries	Trip Sheet Reference Points (N / S – E / W – O / I)	Chart Boundaries (approximate)
Sitka Sound North / Olga Strait (17324)	South of a line from Neva Pt. To Partof Pt. and north of 57-07.	N: Neva Pt	North of Middle Is and South of Neva Pt; includes parts of Krestof and Nakwasina Sounds.
		S: Harbor Pt	
Salisbury Sound / Neva Strait (17324)	NW of a line from Neva Pt to Part of Pt. East of a line from Cape Edgecombe and Cape Cross. West of a line from Miner Is to Stag Pt. SW of a line from Pt Kakul to Round Is.	N: Pt Kakul	North of Neva Pt and south of Pt Kakul.
		S: Neva Pt	
Peril Strait / Sergius Narrows (17323)	SW of a line from Pogibshi Pt to Poison Cove. NE of a line from Pt Kakul to Round Is.	N: Povorotni Is	North of Pt Kakul and south of Povorotni Is; includes 85% Fish Bay.
		S: Pt Kakul	
Peril Strait / Hoonah Sound and Mid Chatham (17320)	North of a line 270° T from Yasha Island, south of a line 090° T from North Passage Point to Admiralty Island. NE of a line from Pogibshi Pt to Poison Cove.	W: Povorotni Is	North of Povorotni Is and west of Admiralty Island(<i>Entire area</i>). South of North Passage Point, north of Village Point
		E: Morris Reef	
South Chatham Strait (17360)	North of a line at 090° T from Cape Ommaney south of a line 270° T from Yasha Island east of a line from Pt Gardner to Kingsmill Pt.	N: Morris Reef	North of a line 270° T from Pt Ellis, south of a line 270° T from Village Point, east of a line 000° T from Cornwallis Point
		S: Yasha Island	
Stephens Passage South (17300, 17360)	North of a line from Pt Hugh to Pt Windham. South of a line from Bishop Pt to Tantallon Pt. East of a line from Tantallon Pt to Arden Pt.	N: Arden Pt , Tantallon Pt	North of Pt Hugh and South of Tantallon Pt. Includes Taku Inlet, Port Snettisham, and Holkam Bay. (<i>Entire area</i>)
		S: Pt Hugh	
Stephens Passage North (17300)	NW of a line from Pt Arden to Pt Tantallon. West of a line from Outer Pt to Portland Is Lt. South of a line from Portland Is Lt to Symonds Pt.	N: Outer Pt	West of Tantallon Pt and south of Portland Is Light. (<i>Entire area</i>)
		S: Arden Pt, Tantallon Pt	
Icy Strait East and Upper Chatham (17300)	East of a line at 000° T from Crist Pt. West of Admiralty Island south of a line at 090° T from Lynn Canal SW Lt. North of a line 090° T from North Passage Point to Admiralty Island.	NE: Lynn Canal SW Lt.	East of Crist Pt and west of Pt Couverden. (<i>Entire area</i>)
		SE: 090° T from North Passage Point	
Port of Hoonah	South of line from Crist Pt to Pt Sophia.	W: Crist Point	
		N: Pinta Rock	
Auke Bay (17315)	East of a line from Outer Pt to Portland Is Lt. SE of a line from Portland Is Lt to Pt Louisa. North of the Juneau-Douglas Bridge.	S: Port of Hoonah	East of Portland Is Light. (<i>Entire area</i>)
		O: Portland Is Lt, Outer Pt	
Lynn Canal (17300)	NW of a line from Pt Louisa to Portland Is. North of a line from Portland Is to Symonds Pt and north of a line at 090° T from Lynn Canal SW Lt. South of Seduction Point.	I: Auke Bay	North of line from Symonds Point to the northern end of Portland Is to Pt Louisa. South of a line 180° T from Seduction Point.
		S: Seduction Point	
		Via: Saginaw or Favorite Channel	
		N: Portland Is Lt, Lynn Canal SW Lt	

SOUTHEAST ALASKA DESIGNATED AREAS

Haines / Skagway (17317) (17317)	N of a 090 line drawn from Seduction Pt. to the mainland, to the Port of Skagway, to include Lutak Inlet.	N: Port of Haines or Skagway	North of Seduction Point.
		S: Seduction Point	

Non-Core Pilotage Areas (Chart)	Geographic Boundaries	Trip Sheet Reference Points (N / S – E / W – O / I)	Chart Boundaries (approximate)
Nichols Passage (17434)	North of a line from Dall Head to Pt Davison. South of a line from Gravina Pt to Race Pt.	N: Gravina Pt S: Port of Metlakatla or Pt McCartney	North of Pt Davison and South of Race Pt. (<i>Entire area</i>)
West Coast Prince of Wales And Klawock Inlet	East of a line bounded by a line from Windy Bay drawn perpendicular out to a line from Cape Bartolome to Cape Edgcombe and east of a line from Cape Bartolome to Pt Cornwallis Light. West of a line at 000° T from Pt Santa Lucia and west of a line at 010° T from Eagle Pt. South of a line at 090° T from Bocas Pt and south of a line from Cora Pt to Cape Pole. North of a line from Cape Muzon to Cape Chacon. East of a line at 010° T from Eagle Pt.	O: Larzatita Is, Cabras Is I: Port of Klawock or Craig	North of Diamond Pt and East of Pt Santa Lucia. Consists of 2 chartlets.
Snow Passage (17382)	North of a line at 250° T from Nesbitt Reef. South of a line from Pt Colpoys to MacNamara Pt.	N: MacNamara Pt S: Pt Nesbitt	North of a line at 250° T from Nesbitt Reef. South of Pt Colpoys. (<i>Entire area</i>)
Sumner Strait West (17360)	North of a line from Cora Pt to Cape Pole. West of a line from Surf Pt to Limestone Pt and west of a line from Pt Colpoys to Mitchell Pt. South of 56° 31'N. East of 134° 20'W.	E: Pt Colpoys, McArthur Reef W: Warren Is, Cape Decision	North of Cape Pole, west of Pt Colpoys, and east of 134° 20'W. Includes Affleck Canal and Southern Keku Strait. (<i>Entire area</i>)
Sitka Sound South (17326)	North of a line bounded by lines from Cape Ommaney drawn perpendicular out to a line from Cape Bartholome to Cape Edgcombe. South of 57° 07'N.	O: The Eckholms, Old Sitka Rocks I: Port of Sitka	NE of Vitskari Is and west of Entry Pt.
Gastineau Channel (17315)	North of a line from Tantallon Pt to Bishop Pt. South of Juneau-Douglas Bridge.	N: Port of Juneau S: Arden Pt, Tantallon Pt	North of Tantallon Pt and south of the Juneau Douglas Bridge. (<i>Entire area</i>)
Icy Strait / Cross Sound (17300)	North of a line from Soapstone Pt to Column Pt. East of a line from Icy Pt to Cape Bingham. West of a line bearing 000° T from Crist Pt. South of a line from Pt Gustavus to Pt Carolus. Includes Lituya Bay.	E: Crist Pt W: Cape Spencer, Column Pt	East of Astrolabe Pt and west of Crist Pt. Includes Lisianski Inlet. Does not include Lituya Bay.
Lisianski Inlet	South of a line from Soapstone Pt to Column Pt. East of a line from Miner Is to Stag Pt.	N: Column Pt S: Port of Pelican	

SOUTHEAST ALASKA DESIGNATED AREAS

Non-Core Pilotage Areas (Chart)	Geographic Boundaries	Trip Sheet Reference Points (N / S – E / W – O / I)	Chart Boundaries (approximate)
Glacier Bay (17300)	North of a line from Pt Carolus to Pt Gustavus.	N: Russel Is, Wolf Pt	North of Pt. Gustavus and east of Confusion Pt.
		N: (night only) Willoughby Is	
Yakutat Bay (16761)	North of a line from Ocean Cape to Pt Manby. West of a line bearing 030° T from Pt Carrew to Shore.	S: Pt Gustavus	North of Ocean Cape and south of Blizhni Pt. 2 chartlets. (Entire area)
		N: Pt Latouche	
Monti Bay	North of a line from Ocean Cape to Pt Manby and South of latitude 59° 40'N and Eastward to the Port of Yakutat.	N: (night only) Krutoi Is	
		S: Ocean Cape	
Monti Bay	North of a line from Ocean Cape to Pt Manby and South of latitude 59° 40'N and Eastward to the Port of Yakutat.	O: Ocean Cape	
		I: Yakutat Roads LB#1	

1. The order of the routes for each grouping is from the southernmost route to the northernmost route. This is the order endorsements shall be listed upon the MMC.
2. Trip charts shall be submitted for each waterway listed, using the identical points listed as the Trip Sheet Reference Points. Any trip sheets submitted not in this format shall be returned to the mariner for correction. This is not only to expedite trip counts, but these points have been agreed upon to reference where a route begins and ends with regard to Federal Pilotage.
3. Any questions regarding routes should be addressed prior to submitting trip sheets to avoid delays.

SOUTHEAST ALASKA DESIGNATED AREAS ROUND TRIP REQUIREMENTS FOR SE ALASKA PILOTAGE

DESIGNATED AREA Sub-Area	INITIAL MMC (46CFR11.705(b))		ADD'L ENDORSEMENT 46CFR11.705(b)	
	Service as Master / Mate / Observer	Service as AB / QM / WH	Service as Master / Mate / Observer	Service as AB / QM / WH
Revillagigiedo Channel	12	20	8	15
Tongass Narrows South ¹	18	20	12	15
Tongass Narrows North	18	20	12	15
Clarence Strait	12	20	8	15
Sumner Strait East	12	20	8	15
Wrangell Narrows	18	20	12	15
Frederick Sound ²	12	20	8	15
Keku Strait - Port of Kake	3	3	3	3
Sitka Sound North / Olga Strait	18	20	12	15
Salisbury Sound / Neva Strait	18	20	12	15
Peril Strait, Sergius Narrows and Kakul Narrows	18	20	12	15
Peril Strait, Hoonah Sound and Mid-Chatham Strait	12	20	8	15
Lower Chatham Strait ³	12	20	8	15
Stephens Passage South	12	20	8	15
Stephens Passage North	12	20	8	15
Icy Strait East and Upper Chatham Strait	12	20	8	15
Port of Hoonah	3	3	3	3
Auke Bay	12	20	8	15
Lynn Canal ⁴	18	20	12	15
Haines / Skagway	12	20	8	15

Non-Core Routes

Nichols Passage	12	20	8	15
West Coast of Prince of Wales and Klawock Inlet	12	20	8	15
Snow Passage	18	20	12	15
Sumner Strait West	12	20	8	15
Sitka Sound South	12	20	8	15
Gastineau Channel	12	20	8	15
Icy Strait / Cross Sound	12	20	8	15
Lisianski Inlet	3	3	3	3
Glacier Bay	12	20	8	15
Yakutat Bay	12	20	8	15
Monti Bay as a sub-route	3	3	3	3
Monti Bay ⁵	12	20	8	15

NOTES

- 3 of the required round trips must be made over the East Channel and 3 of the required round trips must be made over West Channel.
- 3 of the required round trips must be made west to Cape Bendel.
- Will be counted in conjunction with Mid Chatham Strait and Fredrick Sound, both must have complete trip counts.
- Of the total number of required round trips, 1/3 must be made over Favorite Channel and 1/3 must be made over Saginaw Channel.
- Monti Bay can be the northern most route the amount of trips shall match the main route requirements.

SOUTHEAST ALASKA PILOT TRIP VERIFICATION

NAME: M. Apilot

SIGNATURE: _____

AREA: Lisianski Inlet / Port of Pelican

CAPACITY: _____

WARNING: Whoever in a matter within the jurisdiction of any department or agency of the U.S. knowingly and willfully falsifies, conceals or covers up by any trick, scheme or device a material fact, or makes any false, fictitious or fraudulent statement or representations, or makes or uses any false writing or document knowing the same to contain and false, fictitious or fraudulent statement or entry, shall be fined not more than \$10,000 or imprisonment for not more than 5 years, or both (18 USC 1001).

PILOTS AND MASTERS NOTE: By signing this form, you are attesting that the applicant was on the bridge, observing the waterway, standing watch as crew or acting as pilot observer, and was not exceeding work/rest periods required by Federal Regulations.

Start Reference Points	Depart Date/Time	Dark	Vessel Name & Official Number	US GT	Signature, Printed Name, & MMC Reference # of Pilot/Master
Stop Reference Points	Arrival Date/Time				
Port of Haines Via FAV	24 Aug 01/0800		UNIVERSE EXPLORER L123456789	22162	John Doe USCG MMC # John Doe 01234567
Lynn Canal SW Lt	24 Aug 01/1000				
Portland Is Lt Via Sag	24 Aug 01/2300		REGAL PRINCESS L987654321	69845	Sandy Smith USCG MMC # Sandy Smith 01234567
Port of Skagway	25 Aug 01/0100	X			

NOTE: Must be signed by Master (or other ship's officer if trip performed as Master), Pilot, and applicant

CHART EXAMINATION REQUIREMENTS

Each applicant will be provided with a chartlet of each designated area for which they have applied and are qualified to test for. The chartlet will include only the shoreline of the designated area. From memory, each applicant must reproduce a nautical chart of the entire designated area depicted on the chartlet or within the designated boundary lines. To meet the testing requirements charts drawn by the applicant must include:

1. **Identification:**
 - a. Applicant's name.
 - b. Date.
 - c. Port where examination was conducted.
2. **Compass Rose:**
 - a. Indicate True North.
 - b. Magnetic North.
 - c. Magnetic variation.
 - d. Year for which the variation is computed.
 - e. Annual change.
3. **Soundings:**
 - a. Indicate whether soundings are in feet, meters, or fathoms.
 - b. Mark depth every two inches along each sounding curve.
4. **Geographic Features:**
 - a. Indicate the names of significant features, including bodies of water.
5. **Bottom Features:**
 - a. Color depths of less than 10 FT / 3 fathoms in **LIGHT BLUE**.
 - b. Color areas that bare at mean low water **GREEN**.
 - c. Color low-lying land areas near the shore **YELLOW**.
 - d. Color prominent high land (greater than 1000') **BROWN**.
 - e. Mark prominent bluffs and cliffs with **BLACK HATCHINGS**.
6. **Cable Areas, Restricted Areas, and Anchorage Areas:**
 - a. Indicate cable areas with dotted or waived **MAGENTA** lines.
 - b. Indicate other areas with dotted **BLACK** lines.
7. **Courses, Turning Points and Turn Bearings:**
 - a. Indicate **ALL** courses commonly used by vessels 1600 GT and greater (not just those used by your current vessel).
 - b. Indicate **ALL** courses used on the chartlet in **TRUE** or **MAGNETIC** degrees.
 - c. Indicate **ALL** turning points with bearing and/or range.
8. **Aids to Navigation (ATON):**
 - a. Indicate each aid to navigation in its present charted position using standard chart symbols. Consult Chart 1 for proper symbology.
 - b. ATON outside the geographic boundary of the designated area that are visible from the track line and used in navigating through the designated area must be included.
 - c. Identify each ATON by name or number, characteristics, height, and range and remarks on the light list sheet provided for testing.
 - d. Mark any obscured or danger zones with **SOLID GREEN LINES**

PILOTAGE GRADING SHEET

NAME: _____

REF #: _____

AREA: _____

DATE: _____

CHART SKETCH (90 POINTS TO PASS, 100 POINTS MAX)

1) Correct and Current Edition Chart	10	_____
2) True & Magnetic North Indicated	4	_____
3) Variation and Annual Change Indicated	4	_____
4) Soundings in Feet or Fathoms Indicated	3	_____
5) Geographic Names (Land & Water) Indicated	5	_____
6) 10 FT/3 Fathom Curve Detailed (Light Blue)	5	_____
7) Areas that Bare at Mean Low Water (Green)	5	_____
8) Color Low Land Masses (Yellow)	3	_____
9) Color High Land Masses above 1000' (Brown)	2	_____
10) Restricted Areas, Anchorage Areas, Cable Crossing Indicated	4	_____
11) Courses Indicated (+/- 5 Degrees)(8/# of Legs)	8	_____
12) True or Magnetic Course Indicated	3	_____
13) Turn Points (Bearings & Ranges)(9/# of Turn Points)	9	_____
14) Depth Indicated Every 2" along Track Line (+/- 5 Fathoms)	4	_____
15) Aids to Navigation / Light List (30/# of Aids)	30	_____
i. Position		
ii. Name		
iii. Characteristics		
iv. Height		
v. Range		
vi. Special Remarks		
vii. Obscured Sectors		

Total _____ (P / F)

AREA DESCRIPTION

Pass / Fail

UNDER TONNAGE VESSEL EQUIPMENT VERIFICATION

The following lists the minimum conditions and equipment required for vessels to qualify for under tonnage (less than 1,600 Gross Tons) pilotage designated area familiarization trips. All equipment listed must be energized and in proper operating condition. Equipment must be permanently affixed and part of the vessel bridge complement with the exception of (h), which may be brought on board.

In addition to the minimum equipment listed below, all vessels must be public or documented commercial vessels to be eligible to qualify for under tonnage pilotage area familiarization trips.

- (a) A marine radar system for surface navigation in which the display must be easily readable on the bridge by day or night,
- (b) An illuminated magnetic steering compass, mounted in a binnacle that can be read at the vessel's main steering stand,
- (c) A current magnetic compass deviation table, graph or compass comparison record for the steering compass located in the wheelhouse,
- (d) An echo depth sounding device readable from the vessel's main steering station,
- (e) A satellite navigational system such as the Global Positioning System (GPS) to ascertain an electronic position fix,
- (f) An installation of VHF-FM Radio to maintain a continuous listening watch on the designated calling channel, VHF-FM Channel 13, and to separately monitor the International Distress and Calling Channel, VHF-FM Channel 16,
- (g) Marine charts of the areas to be transited, published by a recognized hydrographic authority, which must be of a large enough scale and have enough detail to make safe navigation of the areas possible, be current editions or currently corrected editions, and
- (h) A currently corrected edition of general publications including USCG Light List, Local Notices to Mariners, Tidal-current tables, and US Coast Pilot.

I attest that the vessel indicated below is a documented vessel in commercial service less than 1,600 Gross Tons and has each of the required equipment listed above in good operating condition as required by the OCM I Southeast Alaska for pilotage area familiarization trips.

Signature of Vessel Master

Vessel Name and Number

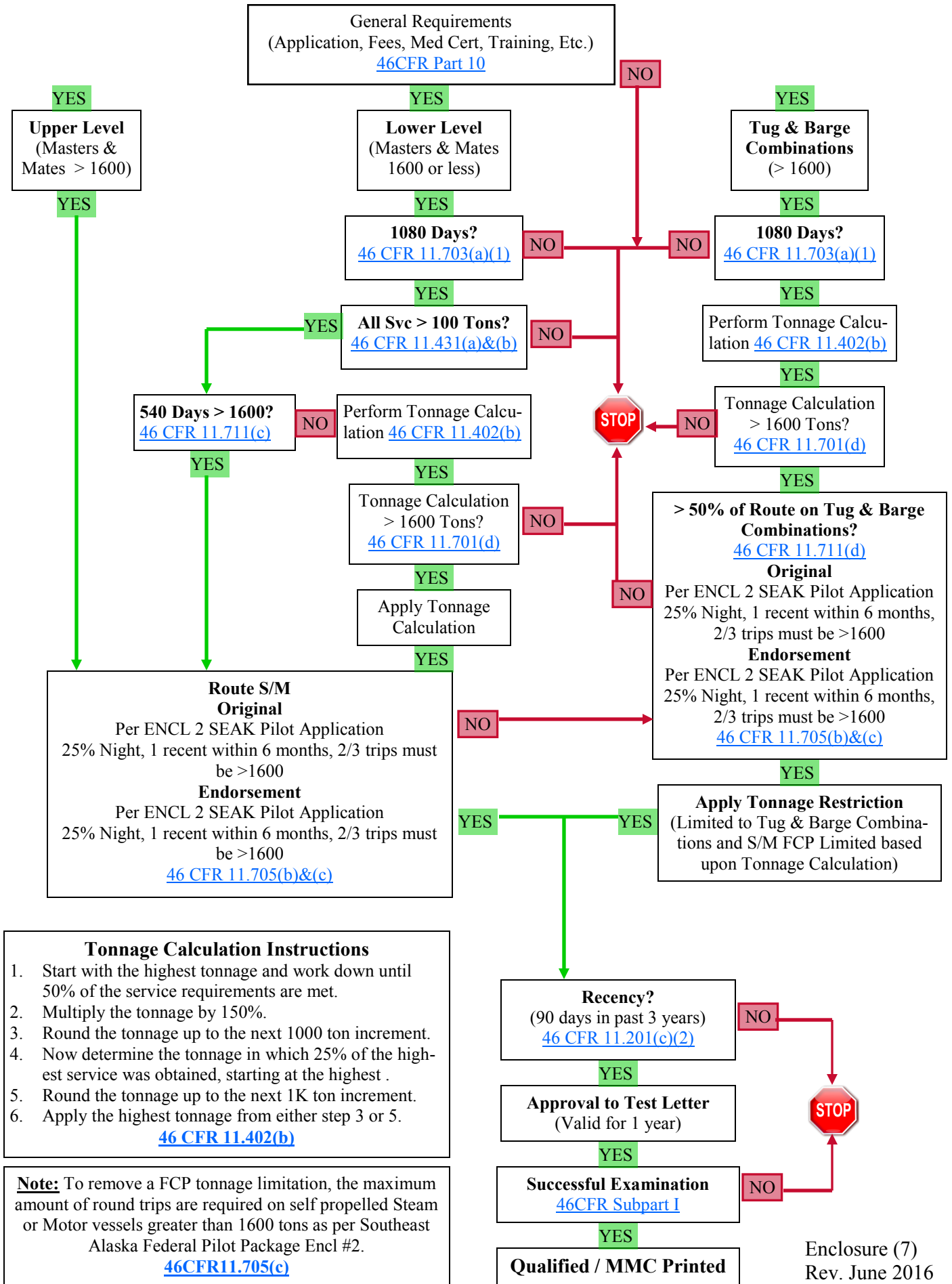
Printed Name of Vessel Master

Date

Signature of Approving REC Official

Date

Juneau First Class Pilot Evaluation Process



- Tonnage Calculation Instructions**
1. Start with the highest tonnage and work down until 50% of the service requirements are met.
 2. Multiply the tonnage by 150%.
 3. Round the tonnage up to the next 1000 ton increment.
 4. Now determine the tonnage in which 25% of the highest service was obtained, starting at the highest.
 5. Round the tonnage up to the next 1K ton increment.
 6. Apply the highest tonnage from either step 3 or 5.
- [46 CFR 11.402\(b\)](#)

Note: To remove a FCP tonnage limitation, the maximum amount of round trips are required on self propelled Steam or Motor vessels greater than 1600 tons as per Southeast Alaska Federal Pilot Package Encl #2.

[46CFR11.705\(c\)](#)