CANDIDATE HANDBOOK

SOUTHEAST ALAKSA
PILOTS' ASSOCIATION

2025

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INTRODUCTION & DESCRIPTION OF JOB ROLE

The Southeast Alaska Pilots' Association (SEAPA) is a group of professional mariners who provide safe and efficient pilotage service within Southeast Alaskan waters year-round.

Marine pilots are licensed by the State of Alaska to carry out its shared mission to provide efficient and competent pilotage service for the protection of shipping, the safety of human life and property, and the protection of the marine environment. Marine pilots have the additional responsibility to report all violations of state and federal pilotage laws.

SEAPA provides its reliable system of pilotage in Region 1, consisting of the waters from Dixon Entrance at the southern border of Alaska, to Cape Spencer and all waters inland of its headlands, including the waters of Yakutat Bay and Yakutat. This accountability includes providing efficient dispatch of pilots to vessels and implementing a comprehensive training program that maintains a sufficient pool of state-licensed marine pilots to meet the demands of shipping.

ENTRANCE EXAMINATION & TIMELINE

Applications must be received by February 3, 2025 to be eligible for consideration. Applicants must hold a United States Coast Guard-issued license.

Candidates are encouraged to submit applications electronically to SEAPA at seapa.exam@gmail.com using the SEAPA Application found here.

On Monday, March 3, 2025, qualified applicants will be eligible to take a remotely-proctored Written Exam. Applicants who pass the Written Exam will be eligible to continue to the Simulator Exam.

The Simulator Exam will be held during the week of March 31 - April 4, 2025 at the Maritime Institute of Technology and Graduate Studies (MITAGS) West facility, which is located at the following address:

> **MITAGS West**
> **1729 Alaskan Way S**
> **Seattle, Washington 98134**

Please do NOT contact MITAGS with any questions regarding the examination or application process.

The day before each individual Simulator Exam, applicants will be required to pass a physical agility exam, also in Seattle. More details about the physical agility exam will be passed on with the Simulator Exam information.

As per SEAPA Training Program (Volume One), applicants who successfully pass the Simulator Exam will be placed on a waiting list and ranked based on the following criteria:
- 5% - Optional Ketchikan Site Visit (For 2025, this option is not available, so each applicant is automatically awarded all available points)
- 25% - Maritime Experience Score from the application
- 70% - Combined Simulator Exam and debrief score

Successful applicants will be offered a position in the pilot training program as manning needs permit. Trainees must complete the pilot training program in order to be awarded their State of Alaska Deputy Marine Pilot License.

The Written Exam will be administered via the Surpass assessment platform (www.Surpass.com). Examinees will take the exam in a location of their choosing, as long as the environment meets the requirements set forth in the 2025 Remote Proctoring Guidelines, which will be provided to applicants once they have been approved to test. Once candidates have received approval to test and have received the Remote Proctoring Guidelines, they will have the opportunity to meet with the testing team to address any questions they may have prior to the testing date. SEAPA feels that offering remote testing allows them to access a broader pool of Mariners and reduce the travel time and costs to applicants. Further, it is possible for a candidate to take the exam while onboard a ship, as long as internet connectivity and hardware/environment requirements are met.

Please address any initial questions you might have to seapa.exam@gmail.com.

Please do NOT contact the main SEAPA office with any questions regarding the exam.

Southeast Alaska Pilots' Association (SEAPA) Examination Timeline

November 1, 2024

Application window begins

November 7, 2024

Informational webinar regarding communication held

February 3, 2025

Last day for candidates to submit their application for consideration

February 14, 2025

Last day for candidates to receive notice of approval to test; information regarding Written Exam instructions distributed

February 19, 2025

Last day for candidates to request 1-on-1 meeting regarding remote proctoring

March 3, 2025

Written Exam held for approved candidates via remote proctoring

March 10, 2025

Notification of Pass/Fail decisions for Written Exam distributed; information regarding Simulation Exam distributed to approved candidates

March 31 - April 4, 2025

Simulation Exam held for approved aspirants in Seattle, WA; candidates will receive an assigned timeslot during the window and will have a familiarization session

May 11, 2025

Final ranked list of approved candidates distributed

APPLICATION PROCESS & PREREQUISITES TO ACCEPTANCE

Before submitting an application, applicants should carefully review the application materials and prerequisites listed below to ensure they are eligible for consideration (this same information can be found on the SEAPA website). SEAPA's Training Manual (Volume One) outlines the regulatory standards for the selection process.

Application Process

Candidates must complete the Application for SEAPA Trainee Selection that can be found on SEAPA's website. The application is a downloadable and fillable PDF document. All parts of the application should be submitted together in one package (i.e., application, reference letters, supplemental documentation).

Once completed, the application should be emailed to seapa.exam@gmail.com, and must be submitted on or before February 3, 2025 to be considered.

The application contains questions regarding:
- Contact/Demographic Information
- Educational Background
- Professional/Relevant Training
- United States Coast Guard Merchant Mariner Credential (MMC) Information
- Employment History
- Criminal History
- Underway Work Experience
- Self-Evaluation of Experience

Applicants must also read and sign an agreement that all information is valid and defensible. Finally, the application provides submission directions, as well as a checklist of items that must be included:
- A Copy of All United States Coast Guard MMC Information
- Three (3) Reference Letters
- Documentation of Underway Sea-Service Time and Experience
- Documentation of a Current Drug Test (within 6 Months)/Letter of Enrollment in Random Drug-Testing Program
- Documentation of Explanation for Extraneous Responses (e.g., "Yes" to being a convicted felon)

Prerequisites to Acceptance

Before submitting an application, applicants should ensure they meet the prerequisites to acceptance:

- As per Volume One of SEAPA's Training Program, Part Three, each applicant shall meet the following minimum eligibility requirements for an open trainee position:
    - Be a United States Citizen and hold a United States Coast Guard license as master of steam or motor vessels of not more than 1,600 gross tons (minimum). Additional requirements to qualify as a deputy trainee versus apprentice trainee are listed in AS 08.62.093 (b)(1)-(5)
    - Possess an unlimited radar endorsement
    - Be eligible for First Class Pilotage in Southeast Alaska. Reference the Federal Pilot Package published by the Captain of the Port, Southeast Alaska with particular attention to sea time and tonnage requirements. Applicants in any doubt about their eligibility should request an evaluation in writing from the United States Coast Guard Regional Exam Center in Juneau, and include the correspondence with their application
    - Be of good mental and physical health and good moral character, including that within the five (5) calendar years before the application, the applicant has not:
        - been convicted of a felony
        - been convicted of any repeat misdemeanor offenses involving the illegal use of alcohol
        - been convicted for the possession, use, or sale of drugs
        - had a marine or motor vehicle driver's license revoked, suspended, or limited in any jurisdiction
        - been subject to disciplinary proceedings by the United States Coast Guard
        - abused drugs or alcohol
- Applicants must complete a background check
    - All applicants must create an account at ClearChecks, an employee background check organization
    - Once an applicant has received their background check from ClearChecks, they must submit the provided report via email to seapa.exam@gmail.com
    - This background check MUST be received prior to the application deadline (February 3, 2025) for the application to be considered complete
- Applicants must pass a physical agility test prior to taking the Simulator Exam to ensure that every applicant meets the demands to safely board and disembark vessels underway at sea
    - Specific information regarding the physical agility test will be provided at the same time as the invitation to take the Simulator Exam
    - If the applicant is temporarily injured but expected to make a full recovery, they may elect to take the physical agility test at a later date; in this case, the applicant must submit a signed copy of the Test Extension Form, along with a letter from a doctor stating the injury, anticipated date of recovery, and their physical address with the doctor's contact information
- Applicants must earn a passing score on both the Written Exam and Simulator Exam

WRITTEN EXAMINATION

Written Examination Background

A Job Task Analysis (JTA) was conducted in the summer and fall of 2024. A panel of Subject Matter Experts (SMEs) convened to identify and detail the knowledge and tasks necessary to be a successful Southeast Alaska Pilot. These knowledge and task content areas were reviewed by active and retired pilots who provided validity evidence for the job role content. Through this process, an updated examination Content Outline was finalized, to be used as the basis for examination questions. Additionally, an Exam Blueprint was developed and validated to determine the weight that the content should hold (i.e., the number of Written Exam questions that should be dedicated to each content area).

Written Exam Domain-Level Blueprint		
Domain	**Description**	**Weighting**
Domain 1	Watchstanding	25%
Domain 2	Bridge Resource Management	25%
Domain 3	Shiphandling	34%
Domain 4	Rules and Regulations	16%
TOTAL		**100%**

Test Specifications

The Written Exam will contain 100 multiple-choice questions that are directly mapped to the Exam Blueprint. All questions have four (4) possible response options and a single (1) correct answer. Every question will have a citation (Author, Year) provided using relevant content material.

Written Exam Specifications	
Date	March 3rd, 2025 0800 AST (1700 GMT) to 1200 AST (2100 GMT)
Allotted Time	Four (4) Hours, with one (1) 15-minute break after completion of the first 50 questions
Total Number of Questions	100 Questions
Type of Questions	Multiple-choice, with four (4) response options and a single correct answer
Sections	Two (2)
Materials Allowed During Exam	Small (no larger than 24" x 24") dry-erase board and marker, to be used for scratch work One piece of blank 8-1/2" x 11" paper, used to keep track of any items which the examinee wishes to protest A calculator is available within the Surpass assessment platform. No outside calculator will be allowed.

Administration

For the 2025 Written Exam administration, approved candidates will complete the exam using the Surpass assessment platform while being monitored remotely (via webcam) by a live proctor. Candidates will take their Written Exam in a location of their choosing, so long as the environment meets the requirements set forth in the 2025 Remote Proctoring Guidelines, which will be provided to candidates once they have been approved to test.

The Written Exam will take place on March 3, 2025 from 0800 AST (1700 GMT) to 1200 AST (2100 GMT). There will not be any returning to previous questions during the exam. There will be one (1) 15-minute break after the candidate completes the first 50 questions (Section 1). Once a candidate receives approval to test from SEAPA, they can request a 1-on-1 virtual meeting with the testing team to review the remote proctoring requirements and process. This meeting is optional.

Remote Proctoring

Remote proctoring is a testing industry-accepted practice, with numerous security and anti-cheating mechanisms in place. Examinees may use their own computer, so long as it meets specific hardware and software requirements as outlined in the 2025 Remote Proctoring Guidelines.

Moderate internet speed is also required, as is a webcam and microphone. Each candidate will be monitored by a live proctor for the entirety of the exam duration. They will have access to a chat function so that they may ask any technical-related questions of the proctor. The proctors will have no pilotage-specific knowledge. More details are provided in the 2025 Remote Proctoring Guidelines.

Scoring and Notification

In accordance with psychometric best practices, the data from the Written Exam will be analyzed by a team of consulting psychometricians. A passing score will be recommended to SEAPA's governing body. Once a passing score is approved, candidates will be notified whether they passed or failed on or before March 10, 205.

SIMULATOR EXAMINATION

Simulator Examination Information

The 2025 Simulator Exam is scheduled in the 240° DNV Class A Full Mission Bridge Simulator at MITAGS West, Seattle, Washington, the week of March 31 - April 4, 2025. The objective of the Simulator Exam is to assess a candidate's overall skills as a pilot. Candidates will be acting as the Pilot during the examination, and they will have a Captain and Helmsperson with them on the bridge.

In order to more effectively plan study time, the following guidelines are provided: the Simulator Exam will focus primarily on ship handling, navigation, and watchkeeping skills. There are no charts to study ahead of time, as the specific area chart will be provided to examinees prior to their Simulator Exam.

Simulator training or experience is not a prerequisite to passing the Simulator Exam. A simulator familiarization session will be provided to all candidates prior to their exam. The familiarization is designed to show the candidate the layout of the simulator bridge, instrumentation, and electronics.

Information regarding scheduling for the familiarization and testing sessions will be provided to candidates.

- As mentioned previously, the Simulator Exam will focus primarily on general ship handling, navigation, and watchkeeping skills. Therefore, candidates wishing to practice for the exam in a simulator would do well to focus on shiphandling, navigation, and general watchkeeping skills rather than on the type of pilot preparation courses that may be offered by outside parties
- The examination will not include a Master-Pilot Exchange, nor watch turnover, and candidates will not be expected to conduct either one
- Candidates will act as the Pilot during the examination
- Candidates will have a Captain and a Helmsperson
- The Captain and Helmsperson will be competent and, to a certain extent, helpful. Remember that the exam is designed to test candidate skills, not those of the Captain or Helmsperson. But, for example, should a candidate inadvertently press an incorrect button on the radar, the Captain will help get the screen back to initial setup
- The radars will be on and tuned properly, set to N-up, true vectors, and max view. Previously determined PI lines for the track and the route will be displayed on the radar. Candidates can zoom in and out as needed. There will be unrestricted visibility during the examination.

Simulator Examination Information (Continued)

- The ECDIS will be on in the simulator and will give a heading line and a True course-over-ground vector. Candidates will not be permitted to make any adjustments to the ECDIS
- Candidates' exams will be recorded from the moment they walk onto the bridge. In the event of technical problems or malfunctions affecting the ship simulator prior to or during a simulator session, the Simulator Exam will be switched to one of the other two remaining simulators available at MITAGS West

Scoring and Notification

In accordance with psychometric best practices, the data from the Simulator Exam will be analyzed by a team of consulting psychometricians with guidance provided by SMEs. A passing score will be recommended to SEAPA for approval after all Simulator Exam sessions are completed. The passing score will be based on (1) a modified-Angoff process, completed prior to the administration and (2) the results of the administered examinations, considering statistical analysis of the items and the sample of test-takers.

Candidates will be notified of their results via email once the passing score is approved.

In addition to the overall results of the Simulator Exam, each candidate will receive a Simulator Exam Feedback Report, which will include a percentage-based grade to relay performance in each main category of the skills assessed in the Simulator Exam. The purpose of this feedback is to provide pilot candidates information to help them prepare to retake the Simulator Exam during a future application period should they choose to do so.

Written Exam Blueprint

Domain Weightings

Domain	Description	Weighting
Domain 1	Watchstanding	25%
Domain 2	Bridge Resource Management	25%
Domain 3	Shiphandling	34%
Domain 4	Rules and Regulations	16%
TOTAL		**100%**

Subdomain Weightings

Domain 1: Watchstanding		
Subdomain	Description	Weighting
Subdomain 1.1	Voyage Planning	6%
Subdomain 1.2	Master-Pilot Exchange	5%
Subdomain 1.3	Navigation	14%
TOTAL		**25%**

Domain 2: Bridge Resource Management		
Subdomain	Description	Weighting
Subdomain 2.1	Communication	7%
Subdomain 2.2	Human Resources	4%
Subdomain 2.3	Leadership	5%
Subdomain 2.4	Situational Awareness	9%
TOTAL		**25%**

Domain 3: Shiphandling		
Subdomain	Description	Weighting
Subdomain 3.1	General Shiphandling	19%
Subdomain 3.2	Docking and Mooring	6%
Subdomain 3.3	Use of Tugs	6%
Subdomain 3.4	Use of Anchors	3%
TOTAL		**34%**

Domain 4: Bridge Resource Management		
Subdomain	Description	Weighting
Subdomain 4.1	International Rules of the Road (COLREGS)	6%
Subdomain 4.2	Environmental Safety Regulations	5%
Subdomain 4.3	Pilot Safety	5%
TOTAL		**16%**

Please note that anything in the Content Outline labeled as "untested" indicates content that is not included on the entrance exam, but may be tested during the training program.

Domain 1: Watchstanding

Subdomain 1.1: Voyage Planning

Knowledge Statements

1.1.K1: Knowledge of stages and components of a voyage plan

1.1.K2: Knowledge of routes and tracklines from sea to port (**untested**)

1.1.K3: Knowledge of routes and tracklines from port to port (**untested**)

1.1.K4: Knowledge of safe distances off various landmarks along routes and tracklines (**untested**)

1.1.K5: Knowledge of names and locations of landmarks (**untested**)

1.1.K6: Knowledge of waterways and aids to navigation (**untested**)

1.1.K7: Knowledge of general local tides and current conditions and effects (**untested**)

1.1.K8: Knowledge of restricted areas and explosive anchorages (**untested**)

1.1.K9: Knowledge of dredged and/or maintained waterways and channels (**untested**)

1.1.K10: Knowledge of cable areas (**untested**)

1.1.K11: Knowledge of anchorages and docks (**untested**)

1.1.K12: Knowledge of isolated, marked and unmarked dangers near vessel routes and tracklines (**untested**)

1.1.K13: Knowledge of emergency anchorage locations along routes and tracklines (**untested**)

1.1.K14: Knowledge of lee shores to escape extreme weather and for safe pilot transfer locations (**untested**)

Task Statements

1.1.T1: Develop Voyage Plan for all traffic conditions, including but not limited to vessel traffic density for the route, formal and local traffic separation schemes, and fishing traffic

1.1.T2: Develop Voyage Plan for all environmental conditions, including but not limited to meteorological conditions, state of the tide and currents, tidal effects, especially in narrow passages, and ice

1.1.T3: Develop Voyage Plan for all other conditions, including but not limited to Local Notice to Mariners updates, chart updates, transits through restricted waters, areas of required or scheduled speed changes, isolated dangers, shoaling, minimum underkeel clearances, locations for security calls

1.1.T4: Execute and monitor voyage plan to complete safe transit

Subdomain 1.2: Master-Pilot Exchange

Knowledge Statement

1.2.K1: Knowledge of APA-recommended best practices for the conduct of a Master-Pilot exchange

1.2.K2: Knowledge of the legal responsibilities of the role of the state pilot

Task Statements

1.2.T1: Conduct Master – Pilot conference to exchange information including, but not limited to: Pilot Card, vessel deficiencies, drafts, location of navigation equipment, type of propulsion, engine notice requirements, thruster status and horsepower, if equipped, including notice requirement, maneuvering speeds of vessel, unique maneuvering characteristics and squat, known errors in gyrocompass, necessary crew call-out, access to an AIS Pilot Plug, notice of any shipborne illnesses affecting passengers and/or crew

1.2.T2: Exchange voyage plan with master, including but not limited to intended route plan and deviations, anticipated traffic, tides, currents and weather, expected whale and ice concentrations along the intended route, regulated navigation areas, speed limits, minimum underkeel clearances, berthing/unberthing plan, master – pilot conn transfer

1.2.T3: Describe and apply the legal responsibilities of the role of the state pilot

Subdomain 1.3: Navigation

Knowledge Statements

1.3.K1: Knowledge of principle types of ECDIS/ECS units and personal pilot units (PPUs), including their operation, limitations, factors affecting performance and accuracy, recognition of errors, overscaling of display, chart display settings

1.3.K2: Knowledge of radio communication protocols and channels

1.3.K3: Knowledge of buoyage systems and conventions

1.3.K4: Knowledge of AIS and limitations of AIS in collision avoidance

1.3.K5: Knowledge of alternate forms of navigation in times of primary failures(e.g., loss of GPS and ECDIS position, revert to radar based navigation and position fixing, loss of gyro, revert to heads up unstabilized radar navigation)

1.3.K6: Understand speed over ground (SOG) and speed through water (STW)

1.3.K7: Knowledge of safety contour readouts and how to check and change safety contour settings

Task Statements

1.3.T1: Interpret a nautical chart as per Chart 1, including but not limited to navigational symbols and abbreviations, lights, beacons, buoyage systems, depths, obstructions, hazards, regulated navigation areas, designated anchorages, bottom characteristics

1.3.T2: Determine and monitor ship's position by use of RADAR/ARPA, including the use of VRMs, EBLs, PIs

1.3.T3: Determine risk of collision by visual means and use of RADAR/ARPA, and take action to avoid collision

1.3.T4: Navigate using limited tools (e.g., visibility and compass) in cases of electronic failure and other navigation equipment-related emergencies

1.3.T5: Apply knowledge of set/drift to correct using the radar

Domain 2: Bridge Resource Management

Subdomain 2.1: Communication

<u>Knowledge Statement</u>

2.1.K1: Knowledge of standard marine communication phrases for internal communication including engine orders, rudder and azipod commands, and the use of hand signals to supplement maneuvering commands.

<u>Task Statements</u>

2.1.T1: Facilitate communication and information exchange with the Master and the bridge team to foster a cooperative, mutually supportive working relationship in both routine and emergency situations

2.1.T2: Effectively communicate changes to the intended voyage plan

2.1.T3: Use a clear and understandable speaking voice when communicating with the bridge team

Subdomain 2.2: Human Resources

<u>Task Statements</u>

2.2.T1: Evaluate the bridge team resources available, including cultural differences, differences in company practices, language barriers, varying levels of experience, and varying levels of enthusiasm towards pilots, and adjust BRM practices to utilize those resources most effectively

2.2.T2: Visibly and audibly ensure all commands given are executed properly and promptly

Subdomain 2.3: Leadership

<u>Task Statements</u>

2.3.T1: Maintain professional atmosphere by demonstrating efficient decision making and calm composure in routine and non-routine situations

2.3.T2: Utilize emotional intelligence skills to foster a good working relationship with the bridge team

2.3.T3: Utilize de-escalation skills and remain nonconfrontational if interpersonal conflict arises

Subdomain 2.4: Situational Awareness

<u>Knowledge Statement</u>

2.4.K1: Knowledge of management practices that trap and/or disrupt error chains, including own and others' errors

<u>Task Statements</u>

2.4.T1: Obtain and maintain situational awareness by implementing an effective voyage plan, utilizing checklists as appropriate, sharing mental model of transit with master and bridge team, monitoring vessel movement as per voyage plan and projecting into the future, conveying deviations from the voyage plan, and communicating throughout voyage with bridge team

2.4.T2: Recognize factors that can cause the loss of situational awareness, including lack of a shared voyage plan/mental model, failure to use visual and/or electronic aids effectively, failures of BRM

2.4.T3: Describe the effect that varying levels of situational awareness has on the decision-making process

2.4.T4: Identify components and situations that contribute to error chains

Domain 3: Shiphandling

Subdomain 3.1: General Shiphandling

Knowledge Statements

3.1.K1: Knowledge of ship control forces that affect ship maneuvering characteristics

3.1.K2: Knowledge of methods to enhance ship's maneuvering characteristics

3.1.K3: Knowledge of various propulsion and steering systems

3.1.K4: Knowledge of pivot point and directional stability principles

3.1.K5: Knowledge of techniques to maneuver ships in narrow channels

3.1.K6: Knowledge effects of shallow water on ship maneuverability

3.1.K7: Knowledge of effects of vessel draft, trim, and other ship characteristics

3.1.K8: Knowledge of how external forces act on vessel motion, including wind and current

Task Statements

3.1.T1: Determine ship's handling / maneuvering limitations and characteristics, including directional stability.

3.1.T2: Evaluate ship's behavior relative to the pivot point

3.1.T3: Direct and control vessel's movement, including managing directional stability

3.1.T4: Determine need for corrective action

3.1.T5: Maneuver ship in a narrow channel

3.1.T6: Maneuver ship in shallow waters

3.1.T7: Determine, monitor and adjust as necessary course wheel over point and appropriate rate of turn based on vessel handling characteristics, speed and turn radius.

3.1.T8: Recognize effects of external forces, utilize them to advantage during ship maneuvers, and when necessary correct for these effects in a timely manner

3.1.T9: Visually identify signs of wind/gust and current

Subdomain 3.2: Docking and Mooring

Knowledge Statements

3.2.K1: Knowledge of procedures to dock and undock ships, including proper communication with dock agents

3.2.K2: Knowledge of procedures to moor and unmoor ships

Task Statements

3.2.T1: Determine order of lines in docking, undocking, mooring and unmooring

3.2.T2: Maneuver a vessel alongside to and from berth

3.2.T3: Apply knowledge of vessel momentum, docking speeds, old speed/new speed and angle of approach

Subdomain 3.3: Use of Tugs

Knowledge Statements

3.3.K1: Knowledge of techniques for using tugs

3.3.K2: Knowledge of the operating characteristics of different types of tugs, including limitations and hazards

3.3.K3: Knowledge of command terminology for tug use

Task Statements

3.3.T1: Use tugs to control the movement of the vessel

3.3.T2: Determine need for tug use

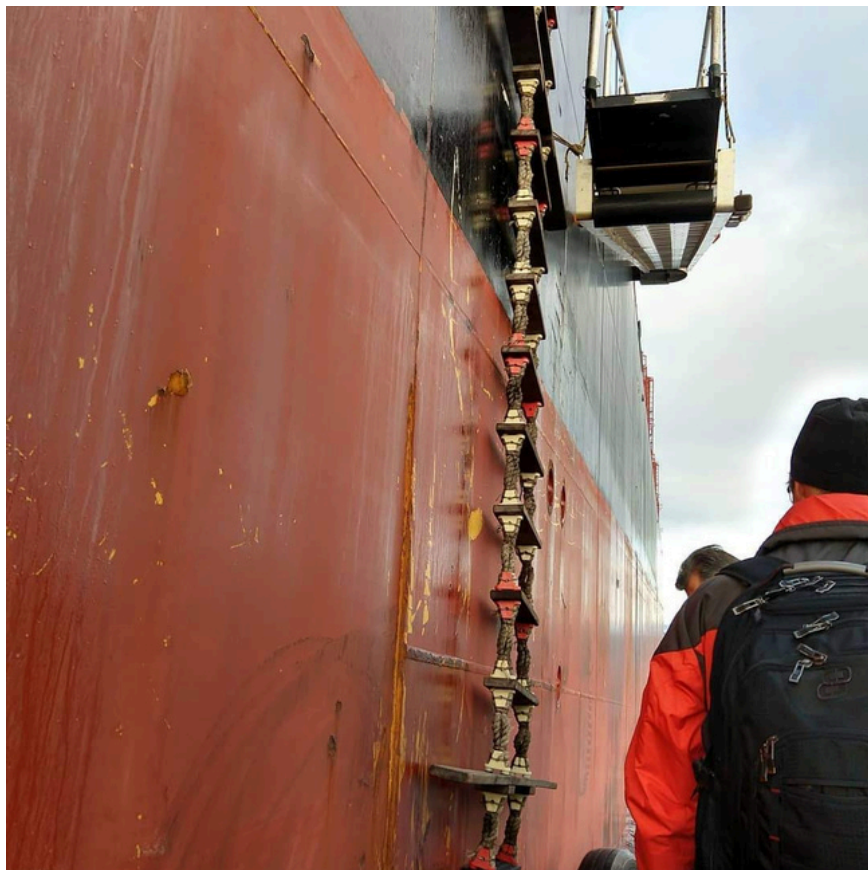## Subdomain 3.4: Use of Anchors

Knowledge Statement

3.4.K1: Knowledge of techniques for anchoring and mooring ships

Task Statements

3.4.T1: Anchor ship in safe location with appropriate scope for prevailing conditions.

3.4.T2: Use anchor for maneuvering the vessel

Domain 4: Rules and Regulations

Subdomain 4.1: International Rules of the Road (COLREGS)

Knowledge Statement

4.1.K1: Knowledge of International Rules of the Road, including knowledge on when specific rules do and do not apply

Task Statements

4.1.T1: Apply COLREGS to assess risk of collision

4.1.T2: Maneuver vessel as required by the COLREGS to avoid collision, and adapt as needed when considering the maneuverability of the ship and the actions taken by other traffic

Subdomain 4.2: Environmental Regulations

Knowledge Statements

4.2.K1: Knowledge of state pollution regulations (**untested**)

4.2.K2: Knowledge of federal pollution regulations

4.2.K3: Knowledge of the Marine Mammal Protection Act

4.2.K4: Knowledge of National Park Service whale waters rules and regulations (**untested**)

Subdomain 4.3: Pilot Safety

Knowledge Statements

4.3.K1: Knowledge of applicable International Maritime Organization (IMO) standards

4.3.K2: Knowledge of applicable International Marine Pilots Association (IMPA) standards

4.3.K3: Knowledge of effects of fatigue on decision making

4.3.K4: Knowledge of challenges faced while working with minor illness

4.3.K5: Knowledge of federal accident investigation / serious marine incident reporting requirements

Task Statements

4.1.T1: Board/disembark vessels from pilot boat

4.1.T2: Evaluate condition of pilot ladder

4.1.T3: Evaluate condition of pilot boat

4.1.T4: Evaluate local environmental conditions and select a safe area for pilot transfers

4.1.T5: Demonstrate self-awareness and practice sound decision-making in relation to rest, fatigue, and circadian rhythms

APPENDIX B:
SAMPLE QUESTIONS

Sample Questions

*** Indicates Correct Answer

1. What is a raster chart?
   A. An Electronic Navigational Chart approved by the IMO for ECDIS compliance
   B. Layers of information which may be added or removed by the user
   C. **A facsimile image of an existing paper chart*****
   D. A large database of geographic information

2. When, if ever, may a mechanical pilot hoist be used?
   A. **Never*****
   B. With a pilot ladder requiring a climb of not less than 9 meters
   C. Upon a pilot's request
   D. With a pilot ladder requiring a climb of not more than 9 meters

3. How can the current be determined when large freshets and runoff is encountered?
   A. Look in the current tables
   B. Observe the seabirds in the water
   C. Observe current readings on the ECD
   D. **Observe the water flow around buoys, pilings, and other fixed objects*****

4. What action should the stand on vessel in a crossing situation take when risk of collision exists?
   A. Take action immediately when risk of collision is determined
   B. **Take action only when it is apparent the give-way vessel is not taking action*****
   C. Hold course and speed until point of extremis is reached, sound danger signal and change course
   D. Sound danger signal and change course

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