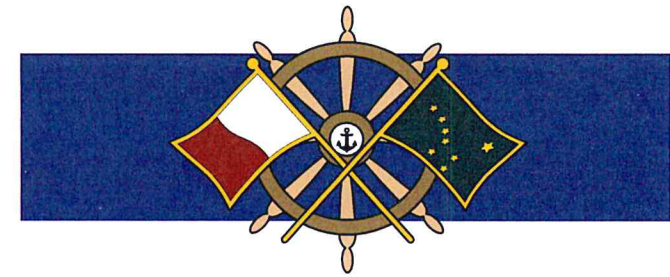


Southeast Alaska Pilots' Association

1621 Tongass Avenue, Ste 300 Ketchikan, AK 99901 907-225-9696 www.seapa.com pilots@seapa.com



Communication with the Pilot

If at any time, you or a member of your crew has a question about the navigation or safety of the vessel, please communicate your concerns or questions to me immediately. If there are any requirements that you do not understand, please ask so that I may explain further to ensure that they are all complied with.

Contact Numbers

Southeast Alaska Pilots' Association

1621 Tongass Avenue, Suite 300

Ketchikan, Alaska 99901

907-225-9696 24 hours/7 days a week

Fax: 907-247-9696

E-mail: pilots@seapa.com

Cruise Line Agencies of Alaska

Ketchikan 907-225-0999 Skagway 907-983-2815

Juneau 907-586-1282 Sitka 907-747-3377

North Pacific Maritime

Ketchikan 907-225-6157

Southwest Alaska Pilots' Association

800-478-8783

Glacier Bay Park Rangers

907-697-2654/2627

USCG Commercial Vessel Safety

Juneau 907-463-2469

State of Alaska Marine Pilot Coordinator

Juneau 907-465-2548

PILOT CONN POLICY

A critical component of the Master –Pilot Exchange is a clear and concise understanding by the Master and appropriate Deck Officers that the Pilot shall have the conn in compulsory pilotage waters. During the MPX, the Master and Pilot should pre-arrange safe times and conditions if the conn is expected to be exchanged. Any prearranged agreement, does not preclude the Pilot reassuming the conn at any time as authorized by Alaska Administrative Code 12 AAC 56.960 (a) :

12 AAC 56.960 (a) (1) : A pilot shall be on duty, at the conn, piloting the vessel at all times when the vessel is in transit or maneuvering in compulsory pilotage waters. A pilot at the conn may only be relieved for cause by the vessel's master or the officer in charge of the navigational watch when the master is absent from the bridge. The pilot may voluntarily relinquish the conn to a ship's officer, but may reassume the conn at any time.

12 AAC 56.990 (a) (35) : " For cause " means due to incompetence or misconduct.

SEAPA Pilots treat this regulation with the highest professionalism and regard. We expect similar adherence from vessel Masters and Deck Officers.

Pilot Conn Briefing Acknowledged:

Master _____

Pilot _____

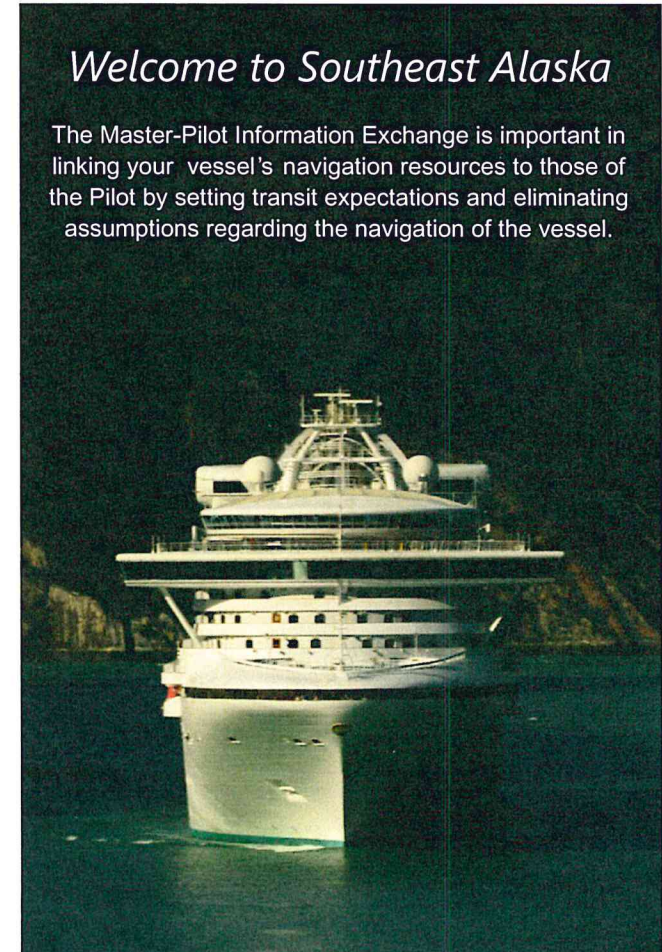
Date _____

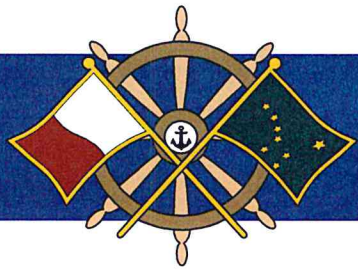
Master-Pilot Information Exchange Card

Southeast Alaska Pilots' Association

Welcome to Southeast Alaska

The Master-Pilot Information Exchange is important in linking your vessel's navigation resources to those of the Pilot by setting transit expectations and eliminating assumptions regarding the navigation of the vessel.





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Please provide me with the following:

- Vessel deficiencies or operating restrictions with regard to navigation or ship control systems, including any recent casualties that affected navigation or maneuvering.
- Pilot Information Card
- Drafts fore and aft, measured in feet.
- Location of navigation equipment.
- Type of propulsion. Restricted number of air starts on diesels. Propeller and rotation direction.
- Engine notice requirements.
- Thruster status/horsepower, if equipped, notice requirement.
- Maneuvering speeds of vessel.
- Unique maneuvering characteristics and squat.
- Known errors in gyrocompass.
- Necessary notice of crew call-out.
- Access to an operational AIS Pilot Plug.
- Notice of any shipborne illnesses affecting the passengers and/or crew.

Please set up the ship's equipment as follows:

VHF Radios: U.S. Channels 13 and 16 with access to Channels 12 and 77.

Radar: The ship's best X-Band radar set in Master NORTH-UP mode, at an appropriate range scale considering the proximity of dangers.

Steering: The vessel shall be in hand-steering mode.

Conning Station:

- As near centerline as possible with access to VHF radios, radar, and electronic charting systems.
- With good view of rudder, rate-of-turn, Doppler, wind, and depth indicators.
- Unobstructed visual and audible communication with the helmsman.
- The AIS Pilot Plug must be readily available and easily accessible from the conning position of the vessel and permanently affixed (not an extension cord) and adjacent (within 3 feet) to a 120-volt 50/60 Hz AC power receptacle. 33 CFR 164.46 (g)

Information for the Captain and Bridge Officers:

- Only English is to be spoken on the bridge.
- The helm must be manned with qualified quartermasters. A proper lookout must be maintained at all times (COLREGS Rule 5).
- Both anchors are to be sufficiently manned on arrival and departure, and ready for immediate and controlled release. Please have direct communication with the foredeck.
- Inform me before any changes are made to the speed or the draft/trim.
- **Bridge Resource Management:** Pilots are trained in IMO Bridge Resource Management procedures that complement ship's practices. Regulation and international best practices require pilots to fulfill a role outside the bridge team yet work alongside ship's personnel to ensure the safety and protection of the ship, its passengers, crew, and State waters.
- **Arrival/Departure Schedule Deviations:** Pilots will endeavor to meet planned schedules but may deviate as necessary for the safety of navigation.

Pilot Ladder

Check current requirements with me or the Pilot boat via VHF-FM Ch. 12, 13 or 16. Prior to Pilot transfer, please ensure that the ladder is properly rigged, manned, and well lit at night according to IMPA and IMO requirements.

Primary Pilot Stations

- Twin Island55° 10.0' N, 131° 10.4' W
May 1 to September 30
- Point McCartney55° 06.8' N, 131° 40.5' W
- Guard Island55° 27.5' N, 131° 53.9' W
- Frederick Sound56° 58.0' N, 134° 21.0' W
- Sitka Sound57° 00.9' N, 135° 21.4' W
- Cape Spencer58° 12.0' N, 136° 32.0' W
May 1 to September 30
- Yakutat159° 36.3' N, 139° 52.5' W

For all transits, we will discuss the following:

- Intended Route Plan and Deviations
- Anticipated Traffic
- Tides, Currents, and Weather
- Regulated Navigation Areas (RNA)
- Speed Limits
- Minimum Underkeel Clearances
- Berthing/Unberthing Plan
- Master-Pilot Conn Transfer
- Portable Pilot Unit