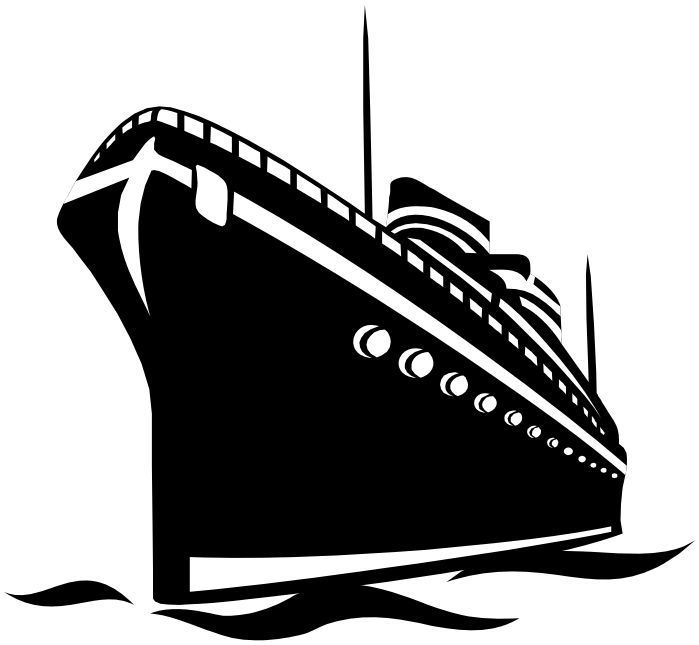
Application for Southeast Alaska Pilotage

U.S. Merchant Mariner License

Effective: April 4th, 2007



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

U.S. Coast Guard
Regional Exam Center
Juneau

2760 Sherwood Lane, Suite 2A
Juneau, AK 99801
(907) 463-2458
Fax: (907) 463-2445
http://homeport.uscg.mil

Office Hours

Monday – Friday: 8:00 AM – 4:00 PM
Closed all Federal Holidays

Directions

- We are located in the Valley, just off the Egan Hwy at about mile 9-1/2. Our office is directly above the Alaska Department of Motor Vehicles and the Alaska State Troopers.

Additional Info

- The application and all signatures must be completed in ink.
- The application package will not be accepted if it is incomplete. A complete application consists of form CG-719b, CG-719k, CG-719p (or equivalent), trip sheets meeting the round trip requirements for the route(s) applied for, copies of current license / MMD / STCW, and the evaluation fee. Incomplete applications will be returned to the mariner.
- All exams will be administered by appointment only, please schedule at least a day in advance.
- Exams may also be administered at Marine Safety Detachment Ketchikan or any other REC, once the applicant is approved to test by the Juneau Regional Exam Center.

Passport Photographs

- Applicants requiring passport style photographs can obtain them locally at Safeway or Ron's Apothecary.
- Applicants in remote areas should check with their local Post Master or the Yellow Pages for the nearest location.

Fingerprints

- Original and Renewal applicants must be fingerprinted locally in Juneau at the Regional Exam Center or in Ketchikan at the Marine Safety Detachment. Applicants must also provide two forms of identification to an REC employee.
- Applicants who hold a First Class Pilot license applying for an additional route endorsement to their license will not require fingerprinting.

Oaths

- All applicants for an original merchant mariner's document or license will need to visit a Coast Guard Sector or Marine Safety Detachment (MSD) to take an oath before the Officer in Charge, Marine Inspection, or his/her authorized representative. In Alaska, applicants may visit Sector Juneau, Sector Anchorage, MSD Ketchikan, or MSD Sitka.

More Information

Sector Juneau: **http://homeport.uscg.mil** (select 'Southeast Alaska' on the 'Port Directory' tab)
Seventeenth Coast Guard District: **www.uscg.mil/d17**
Coast Guard National Maritime Center: **www.uscg.mil/nmc**
Coast Guard Home Page: **www.uscg.mil**
Code of Federal Regulations: **http://www.gpoaccess.gov/cfr/index.html**
United States Code: **http://www.gpoaccess.gov/uscode/index.html**

U.S. Department of Homeland Security
United States Coast Guard

Commander
United States Coast Guard
Sector Juneau

2760 Sherwood Lane Suite 2A
Juneau, AK 99801-8545
Phone: (907) 463-2458
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16720
April 4, 2007

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

Subj: LETTER OF PROMULGATION FOR SOUTHEAST ALASKA PILOT LICENSE REQUIREMENTS

1. This pamphlet is an updated version of the Southeast Alaska First Class Pilot application package. The February 2006 Southeast Alaska First Class Pilot package is canceled. Beginning March 30th, 2007, all Southeast Alaska First Class Pilot applicants (original license, endorsement or extension) should 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. For mariners with trips completed prior to this package that used different reporting points, the trip sheets will be accepted. All trips completed after the effective date of this package must use the reporting points identified in Enclosure (1) – this includes recency trips.

5. Pilots with existing pilotage endorsements will have the wording on their licenses 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, "*Inland waters of Southeast Alaska from Dixon Entrance to Yakutat Bay*". This change will allow them to serve as a First Class Pilot in 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. Pilots are requested to submit this wording change request to the REC in writing at the time of renewal / raise-in-grade application submission.

8. Pilots with concerns about the new wording on their license 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 license.

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 license 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 10.701(c), I may also impose appropriate limitations to any license based on the experience of the applicant. These limitations include, but are not limited to, tonnage, vessel type, time of day, and waters.

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

Sincerely,

S. W. BORNEMANN
Commander, U.S. Coast Guard
Officer in Charge, Marine Inspection
Southeast Alaska

Encl: (1) Pilot Licensing Requirements for Southeast Alaska

PILOT LICENSING REQUIREMENTS FOR SOUTHEAST ALASKA

Effective April 6th, 2007

TABLE OF CONTENTS

INTRODUCTION 1
Purpose 1
Area of Responsibility 1
Pilotage Waters 1
Designated Areas 1
Types of Designated Areas 1
Non-Designated Areas 1
Authority 1
Regional Exam Center 1
Location 1
Hours 1
GENERAL REQUIREMENTS 2
Application 2
Physical Exam Requirements 2
Annual Physical Exams 2
Chemical Testing 2
Trip Sheets 2
Work Hours 2
Fees 2
PROFESSIONAL REQUIREMENTS 3
Minimum Service 3
Experience 3
Tonnage Limitations 3
Experience 3
Sea Service 3
Trip Requirements 3
Limitations 3
Towing Vessels 3
Vessels Not Subject to Inspection 3
TRIP REQUIREMENTS 4
Round Trips 4
Per Day Limit 4
Recency 4
Darkness 4
Authentication 4
Equivalency 4
Minimum Round Trips 4
Tonnage 4

Special Circumstance....5
EXAMINATIONS....6
Authorization to Test....6
General Examinations....6
Route Specific Examination....6
Chart Sketches....6
Area Description....6
Other Examinations....6
LICENSE WORDING....7
General....7
Route Type Definition....7
Inclusive / Exclusive....7
Order of Areas....7
Limitations....7
LICENSE RENEWAL REQUIREMENTS....8
General....8
Fitness....8
Professional Requirements....8
All Applicants....8
Continued Proficiency....8
Radar....8
First Class Pilots....8
Re-familiarization....8

Encl: (1) Southeast Alaska Designated Areas
(2) Round Trip Requirements
(3) Pilot Trip Verification Sheets
(4) Chart Examination Requirements
(5) Pilotage Grading Sheet
(6) Under Tonnage Vessel Equipment Verification Sheet

INTRODUCTION:

1. **Purpose:** This package details the requirements to obtain or renew a First Class Pilot license 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 developed by the Coast Guard in partnership with the Southeast Alaska Federal Pilotage Advisory Committee (FEDPAC) workgroup of 2006/2007.

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 60º 01.3' N x 142º 00' W thence proceeds northeasterly to the Canadian border at 60º 18.7' N x 141º 00' W; thence southerly and easterly along the United States-Canadian shore side boundary to 54º 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 142º 00' W; thence due north to the point of origin.

3. **Pilotage Waters:** (46 CFR 15.301) 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.

   a. **Designated Areas:** (46 CFR 15.301) Designated areas are those areas within pilotage waters for which First Class Pilot licenses or endorsements are issued under Title 46 Code of Federal Regulations (CFR), Part 10 (46 CFR 10) by the OCMI. The areas for which First Class Pilot licenses or 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 denisty 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.

4. **Authority:** (46 CFR 10) The regulations governing the issuance of an original First Class Pilot license and endorsements of deck officers' licenses are contained in 46 CFR 10.

5. **Regional Exam Center:** (46 CFR 10.105) Regional Exam Center Juneau is responsible for licensing First Class Pilots who operate in upon waters within designated areas of Southeast Alaska under the authority and direction of the OCMI Southeast Alaska.

   a. **Location:** The Coast Guard Regional Examination Center (REC) is located at**:**

U.S. Coast Guard
Regional Examination Center
2760 Sherwood Lane, Suite 2A
Juneau, AK 99801-8545
Phone**:** (907) 463-2458

   b. **Hours:** Application for licenses may be made during office hours, 8:00 AM – 4:00 PM Monday through Friday, except for Federal Holidays. Appointments are required for consultation and testing. An application may also be mailed to the address above.

GENERAL REQUIREMENTS:

1. **Application:** (46 CFR 10.205, 46 CFR 10.209, 46 CFR 10.202) 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 10.205, 46 CFR 16). Applicants for an original First Class Pilot license must meet the physical examination of 46 CFR 10.205(d) and 10.709. Physical examination results must be submitted with the license application and recorded on a Merchant Marine Physical Examination Report, Form CG-719K.

3. **Annual Physical Exams:** (46 CFR 10.709) Each person holding a license or 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 license or endorsement. The required annual physical must meet the requirements of 46 CFR 10.205 and be submitted to the REC along with proof of drug testing compliance in accordance with 46 CFR 16.220. A First Class Pilot license or endorsement is invalid on the first day of the month following the first anniversary of the individual's most recent valid physical examination. The individual shall not serve as a pilot until satisfactorily completing a physical exam.

4. **Chemical Testing:** (46 CFR 16) Applications must include the results of a chemical drug test taken within the last 180 days, a completed SAMHSA Periodic Drug Testing Form (Form CG 719P), or proof of enrollment in an approved random drug-testing program.

5. **Trip Sheets:** An applicant for a First Class Pilot license, endorsement, or extension of route must use the enclosed blank trip sheet (Enclosure (3)) for recording the required trip. **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. Applicants may receive credit for segments of a waterway that can be combined with other segments to complete a trip requirement, provided the combined segments cover the designated area from one boundary to the opposite one. 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.

6. **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 15 are complied with.

7. **Fees:** (46 CFR 10.109) The following User Fees apply:

a.	Endorsement Evaluation	$ 50.00
b.	Endorsement Examination	$ 45.00
c.	License Issuance (Endorsement)	$ 45.00
	TOTAL	**$140.00**

PROFESSIONAL REQUIREMENTS:

1. **Minimum Service:** (46 CFR 10.703) The minimum service required to qualify for an examination is based on the nature of the waters for which pilotage is desired. General routes, routes not restricted to rivers, canals, and small lakes apply in Southeast Alaska. The service requirements for general routes are as follows:

   a. **Experience:** 36 months (1080 days) service in the deck department of steam or motor vessels navigating on oceans, near coastal, the Great Lakes, or bays, sounds and lakes other than the Great Lakes.

      1) Of those 36 months (1080 days), 18 months (540 days) must be as quartermaster, wheelsman, able seaman, apprentice pilot, or in an equivalent capacity, standing regular watches at the wheel or in the pilot house as part of routine duty.

      2) At least 12 months (360 days) of the 18 months must be on vessels operating on the class of waters for which pilotage is desired.

2. **Tonnage** (*Note: All tonnage is U.S. regulatory*)**:** (46 CFR 10.711) To obtain a First Class Pilot license or endorsement authorizing service on vessels of any gross tons over a particular route an applicant must have at least:

   a. **Experience:**

      1) **Sea Service**: 18 months (540 days) experience on vessels over 1,600 gross tons. The 18 months' experience must be obtained while serving as master, mate, quartermaster, wheelsman, able seaman, apprentice pilot, or an equivalent capacity; standing regular watches at the wheel; or in the pilothouse as part of routine duty, AND

      2) **Round Trips**: Two thirds of the round trip requirements must have been on vessels of 1,600 gross tons or more. The evaluation of the adequacy of trips on vessels less than 1,600 gross tons must meet the equipment detailed in the Under Tonnage Vessel Equipment Verification Sheet (Enclosure (6)). Under tonnage vessels that meet the requirements in Enclosure (6) must be filled out and signed by the vessel's Master and submitted to the REC for verification.

   b. **Limitations**: If an applicant does not have sufficient experience (18 months) on vessels over 1,600 gross tons, the license or endorsement will be issued for a limited tonnage until the applicant completes the required service as determined by the OCMI. See Trip Requirements for more information. However, typically no license or endorsement will be issued for vessels of less than 1,600 gross tons. See 46 CFR Table 15.812(e)(1), for details. In cases where a mariner has sufficient sea service on vessels over 1600 gross tons but is unable to complete observer trips on vessels over 1,600 gross tons for a particular area, the mariner may elect to receive an endorsement limited to 2,000 gross tons. The tonnage limitation will be removed when the requisite trips on vessels over 1,600 gross tons are completed and a complete application is submitted. In no circumstances will a mariner without sufficient experience AND insufficient over-tonnage trips be given a limited tonnage pilotage endorsement.

   c. **Towing Vessels:** The combined gross tonnage of the towing vessel and the vessel(s) towed will be considered. However, one half of the round trip experience must be on self-propelled vessels of 1,600 gross tons or more. An individual presenting experience solely on tug and barge combinations will be licensed as First Class Pilot on Tug and Barge Combinations of the appropriate tonnage.

   d. **Vessels Not Subject to Inspection:** An applicant for license 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 licensed 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 10.705) A round trip consists of vessel traveling from the 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 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. Partial trip segments may be combined to achieve a trip requirement as provided in the General Requirements. 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 twenty-five percent 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 master or pilot, and the applicant must sign all trip sheets. When the applicant is serving as master, all trips must be verified by at least one other 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 10.705) 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. **Tonnage:** Applicants without 18 months (540 days) experience on vessels over 1,600 gross tons must double the initial requirements of round trips over the route desired. All of the additional trips must be on vessels over 1,600 gross tons in order to obtain the "Any Gross Tons" endorsement. If the applicant achieves the 18 months experience on vessels over 1,600 gross tons during the process of accumulating the required round trips, it should be noted and the number of remaining trips may be cut by half. The round trips must meet the requirements of 46 CFR 10.705 and this package.

TRIP REQUIREMENTS: Continued

4. **Special Circumstance:**
   a. The OCMI has determined, through discussion with FEDPAC, that the M/V AURORA and M/V LECONTE can count toward unlimited tonnage, even though they are less than 1,600 gross tons. If either vessel is counted toward unlimited tonnage pilotage trips, an additional four (04) 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 will prorate, on a case-by-case basis, a lesser number of additional 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.

EXAMINATIONS:

1. **Authorization to Test:** (46 CFR 10.707) When the OCMI has 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 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 license or endorsement as First Class Pilot must be examined as specified in 46 CFR 10.910 (Table 10.910-2). However, mariners holding a license as Master or Mate greater than 1,600 gross tons are exempt from this general pilotage examination.

3. **Route Specific Examination:** Applicants for either an original First Class Pilot license or endorsement on a Master or Mate license are required to take the following examinations:
   a. **Chart Sketches:** Must be completed in same sitting as Light List examination. Mariners drawing areas consisting of several chartlets may choose to draw chartlets on different days. 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 sketch(es) are given a passing score. See Enclosure (4) for detailed requirements and Enclosure (5) for grading description.
   b. **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. From memory, each applicant must describe the following:
      1) The general configuration of the waterways, ports, and harbors,
      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),
      9) All “Special Notes” indicated on the NOAA chart (i.e., danger warnings).

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

LICENSE WORDING:

1. **General:** License endorsements will state the specific Federally Designated Areas upon which the mariner is authorized to be 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 a license 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 of Steam or Motor Vessels of Any Gross Tons only upon the Inland 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 of Steam or Motor Vessels of Any Gross Tons upon the Inland waters of Southeast Alaska from Dixon Entrance to Yakutat Bay, excluding Snow Passage, Glacier Bay, and Yakutat/Monti Bays.

4. **Order of Areas:** The order of routes on a license will go from Southern-most to Northern-most, in alignment with the Southeast Alaska area description (Dixon Entrance to 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 of Steam or Motor Vessels of Any Gross Tons upon the Inland 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 Inland waters of Southeast Alaska that include Gastineau Channel.

Exclusive wording with limitations:

First Class Pilot of Steam or Motor Vessels of Any Gross Tons upon the Inland waters of Southeast Alaska from Dixon Entrance to Yakutat Bay, with the exception of Snow Passage, Glacier Bay, and Yakutat/Monti Bays; also, First Class Pilot limited to Tug and Barge combinations of Any Gross Tons upon the Inland waters of Southeast Alaska that include Klawock Inlet.

First Class Pilot of Steam or Motor Vessels of Any Gross Tons upon the Inland waters of Southeast Alaska from Dixon Entrance to Yakutat Bay, with the exception of Klawock Inlet, Snow Passage, Glacier Bay, and Yakutat/Monti Bays; also, First Class Pilot of Steam or Motor Vessels of not more than 2,000 Gross Tons upon the Inland waters of Southeast Alaska that include Klawock Inlet.

LICENSE RENEWAL REQUIREMENTS:

1. **General:** (46 CFR 10.209) All applications for renewal of a First Class Pilot license must be made on an Application for License as an Officer, Staff Officer, or Operator and for Merchant Mariner's Document, Form CG-719B. Applicants for renewal must establish that they meet all qualification requirements prior to renewal. Renewal applications are valid for one year.

2. **Fitness:** (46 CFR 10.209) No license will be renewed if it has been suspended without probation, has been revoked as a result of a suspension and revocation hearing (46 CFR 5), or if facts which would render a renewal improper have come to the attention of the Coast Guard.

3. **Professional Requirements:** (46 CFR 10.209)
   a. **All Applicants:** All applicants applying to renew their license must prove the following:
      1. **Continued Proficiency:**
         a. Present evidence of at least one year (360 days) of service during the last five years; or
         b. Pass a comprehensive, open book exercise covering the subject matter contained in 46 CFR 10.903; or
         c. complete an approved refresher course; or
         d. Present evidence of employment in a position closely related to the operation or construction of vessels for at least three years and demonstrates knowledge by a closed book Rules of the Road exercise.
      2. **Radar:** Meet the qualification for Radar Observer stated in 46 CFR 10.480 if not current.
   b. **First Class Pilots:** (46 CFR 10.713) A First Class Pilot license or endorsement is invalid for a route over which the mariner has not made at least one familiarization round trip over that route within the past 60 months. Whether this requirement is satisfied or not has no effect on the renewal of a license requirement. A round trip made within the 90-day period preceding renewal is valid for the duration of the renewed license or endorsement.
      1. **Re-familiarization:** The regulations permit in special circumstances (i.e. remote pilot routes with infrequent shipping traffic) that re-familiarization may be satisfied by reviewing appropriate navigation charts, Coast Pilot, tide and tidal current tables, Local Notice to Mariners and other publications which provide current knowledge of the route. Renewal using this method is not normally permitted for ports and waterways in Southeast Alaska. Requests for renewal of individual waterways using this method may be considered on a case-by-case basis.

SOUTHEAST ALASKA DESIGNATED AREAS

Designated areas are those areas within pilotage waters for which First Class Pilot's licenses or endorsements are issued under Title 46 CFR, Part 10, by the OCMI. The areas for which First Class Pilot's licenses or 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)
Revilligigedo Channel (*17434*)	North of a line from Cape Northumberland to Cape Fox. NE of a line from Caamano Pt to Pt Higgins. East of a line at 180 from Annette Pt. South of a line from Race Pt to Mountain Pt.	**N:** Mountain Pt **S:** Twin Is	Revilligigedo 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 between Cape Chacon and Cape Northumberland. East of 132-20W. West of a line from Dall Head to Pt Davison and West of a line at 180 from Annette Pt and West of a line from Vallenar Rock to Guard Is and West of a line from Guard Is to Pt Higgins. South of a line at 250 from Nesbitt Reef and South of a line from Nesbitt Reef to Steamer Pt.	**N:** Nesbitt Reef, Steamer Pt **S:** Guard Is	North of Guard Is and South of Steamer Pt and East of 132-20W. Includes Kasaan Bay. Consists of 2 chartlets.
Sumner Strait East (*17360*)	North of a line from Pt Colpoys to MacNamara Pt and NE of a line from Nesbitt Reef to Steamer Pt. West of 132-20W and West of a line at 180 from Hood Pt. South of a line from Pt Alexander to Opposite headland and South of a line at 060 from Cosmos Pt. East of a line from Pt Colpoys to Mitchell 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 Prolewy Pt to WN Buoy and South of a line from WN Buoy to Sandy Beach. East of a line at 180 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*)
Fredrick Sound (*17360*)	East of a line from Pt Gardner to Kingsmill Pt. North of a line at 060 from Cosmos Pt and North of the southernmost point of Summit Is. South of a line from Pt Hugh to Pt Windham.	**N**: Pt Hugh **W**: Yasha Is **S**: WN Buoy	North of Cape Bendel, South of Pt Hugh, and West of Pt Agassiz.
Keku Strait (*17368*)	North of a line at 270 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 Mcartney, and East of Payne Is.

SOUTHEAST ALASKA DESIGNATED AREAS

Sitka Sound North / Olga Strait (*17324*)	South of a line from Neva Pt to Part of Pt and North of 57-07N.	**N**: Neva Pt **S**: Lisianski Pt	North of Middle Is and South of Neva Pt; includes parts of Krestof and Nakwasina Sounds.
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 **S**: Neva Pt	North of Neva Pt and South of Pt Kakul.
Peril Strait South (*17323*)	SW of a line from Pogibshi Pt to Poison Cove. NE of a line from Pt Kakul to Round Is.	**N**: Povorotni Is **S**: Pt Kakul	North of Pt Kakul and South of Povorotni Is; includes 85% Fish Bay.
Peril Strait North (*17320*)	NW of a line from Pt Thatcher to Morris Reef Lighted Bell Buoy and then to Peninsular Pt. NE of a line from Pogibshi Pt to Poison Cove.	**E**: Povorotni Is **W**: Pt Craven	North of Povorotni Is and West of Pt Thatcher. (*Entire area*)
Chatham Strait (*17300, 17320*)	North of a line bounded by lines from Windy Bay and Cape Ommaney drawn perpendicular out to a line from Cape Bartholome to Cape Edgecombe. East of a line from Pt Couverden to Pt Augusta. West of a line from Pt Gardner to Kingsmill Pt and West of a line from Cape Decision to Cora Pt. South of a line at 090 from Lynn Canal SW Lt.	**N:** Lynn Canal SW Lt **Via:** Pt Thatcher, East Pt, Hanus Reef **S:** Yasha Is	North of Kingsmill Pt, South of Lynn Canal SW Lt, and East of Pt Couverden. Includes various bays and the entrance to Tenakee Inlet. Consists of 2 chartlets.
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 **S**: Pt Hugh	North of Pt Hugh and South of Tantallon Pt. Includes Taku Inlet, Port Snettisham, and Holkom Bay. (*Entire area*)
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 **S**: Arden Pt, Tantallon Pt	West of Tantallon Pt and South of Portland Is Light. (*Entire area*)
Icy Strait East (*17300*)	East of a line at 000 from Crist Pt. West of a line from Pt Couverden to Pt Augusta.	**E**: Hanus Reef **W**: Crist Pt	East of Crist Pt and West of Pt Couverden. (*Entire area*)
Port Frederick	South of line from Crist Pt to Pt Sophia.	**N**: Pinta Rock **S**: Port of Hoonah	
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.	**O**: Portland Is Lt, Outer Pt **I**: Auke Bay	East of Portland Is Light. (*Entire area*)
Lynn Canal (*17300, 17317*)	NW of a line from Pt Louisa to Portland Is Lt. North of a line from Portland Is Lt to Symonds Pt and North of a line at 090 from Lynn Canal SW Lt.	**N**: Port of Haines or Skagway **Via**: Saginaw or Favorite Channel **S**: Portland Is Lt, Lynn Canal SW Lt	North of Portland Is Light. Consists of 2 chartlets. (*Entire area*)

SOUTHEAST ALASKA DESIGNATED AREAS

Non-Core Pilotage Areas (*Chart*)	Geographic Boundaries	Trip Sheet Reference Points (*N / S – E / W – O / I*)	
Nichols Passage (*17434*)	North of a line from Dall Head to Pt Davison. South of a line from Gravina Pt to Race Pt.	**O**: Gravina Pt **I**: Port of Metlakatla	North of Pt Davison and South of Race Pt. (*Entire area*)
Klawock Inlet (*17405*)	North of a line at 090 from Bocas Pt. NE of a line from Pt Arucenas to Silvester Pt. East of a line Bearing 000 from Pt Santa Lucia to Shore.	**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.
West Coast Prince of Wales (*17400*)	East of a line bounded by a line from Windy Bay drawn perpendicular out to a line from Cape Bartholome to Cape Edgecombe and East of a line from Cape Bartholome to Pt Cornwallis Light. West of a line a 000 from Pt Santa Lucia and West of a line at 010 from Eagle Pt. South of a line at 090 from Bocas Pt and South of a line from Cora Pt to Cape Pole.	**N:** Warren Is **S:** Larzatita Is	East of Tlevak Narrows and South of Cape Pole. Includes parts of Davidson Inlet and Sea Otter Sound. Excludes Klawock Inlet.
South Coast Prince of Wales (*17400, 17407*)	North of a line from Cape Muzon to Cape Chacon. East of a line at 010 from Eagle Pt.	**N:** Turn Pt **Via:** Jackson Is **S:** Port of Hydaburg	North of Cape Muzon and East of Tlevak Narrows. (*Entire area*)
Snow Passage (*17382*)	North of a line at 250 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 from Nesbitt Reef. South of Pt Colpoys. (*Entire area*)
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 56-31N. East of 134-20W.	**E**: Pt Colpoys, McArthur Reef **W**: Warren Is, Cape Decision	North of Cape Pole, West of Pt Colopys, and East of 134-20W. Includes Affleck Canal and Southern Keku Strait. (*Entire area*)
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 Edgecombe. South of 57-07N.	**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. (*Entire area*)
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 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

Glacier Bay (*17300*)	North of a line from Pt Carolus to Pt Gustavus.	**N**: Russel Is, Wolf Pt **N**: (*night only*) Willoughby Is **S**: Pt Gustavus	North of Pt. Gustavus and East of Confusion Pt.
Yakutat Bay (*16761*)	North of a line from Ocean Cape to Pt Manby. West of a line bearing 030 from Pt Carrew to Shore.	**N**: Pt Latouche **N:** (*night only*) Krutoi Is **S**: Ocean Cape	North of Ocean Cape and South of Blizhni Pt.
Monti Bay	East of a line bearing 030 from Pt Carrew to Shore.	**O**: Ocean Cape **I**: Monti Bay	

The order of the routes for each grouping is from the southernmost route to the northernmost route. This order is replicated on the license.

SOUTHEAST ALASKA DESIGNATED AREAS
ROUND TRIP REQUIREMENTS FOR SE ALASKA PILOTAGE

DESIGNATED AREA	INITIAL LICENSE (46CFR10.705(b))		ADD'L ENDORSEMENT 46CFR10.705(b)	
Sub-Area	**Service as Master / Mate / Observer**	**Service as AB / QM / WH**	**Service as Master / Mate / Observer**	**Service as AB / QM / WH**
Revilligigiedo 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
Fredrick Sound[2]	12	20	8	15
Keku Strait	3	3	3	3
Sitka Sound North / Olga Strait	18	20	12	15
Salisbury Sound / Neva Strait	18	20	12	15
Peril Strait South	18	20	12	15
Peril Strait North	12	20	8	15
Chatham Strait	12	20	8	15
Stephens Passage South	12	20	8	15
Stephens Passage North	12	20	8	15
Icy Strait East	12	20	8	15
Port Frederick	3	3	3	3
Auke Bay	12	20	8	15
Lynn Canal[3]	18	20	12	15

Non-Core Routes

Nichols Passage	12	20	8	15
Klawock Inlet	12	20	8	15
West Coast of Prince of Wales	3	3	3	3
South Coast of Prince of Wales	3	3	3	3
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
Lisiankski Inlet	3	3	3	3
Glacier Bay	12	20	8	15
Yakutat Bay	12	20	8	15
Monti Bay	3	3	3	3

NOTES

1. 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.
2. 3 of the required round trips must be made West to Yasha Is.
3. 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.

SOUTHEAST ALASKA PILOT TRIP VERIFICATION

NAME: I. M. Apilot SIGNATURE: _____

AREA: Lisiankski 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 / Stop Reference Points	Depart Date/Time / Arrival Date/Time	Dark	Vessel Name & Official Number	US GT	Signature, Printed Name, & License # of Pilot/Master
Column Pt	24Aug01/0800		UNIVERSE EXPLORER	22162	John Doe
Port of Pelican	24Aug01/1000		L123456789		John Doe 00714
Port of Pelican	24Aug01/2300		REGAL PRINCESS	69845	Sandy Smith
Column Pt	25Aug01/0100	X	L987654321		Sandy Smith 00319

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

SAMPLE

SOUTHEAST ALASKA PILOT TRIP VERIFICATION

Name: _____ Signature: _____

Area: _____ 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 Stop Reference Points	Depart Date/Time Arrival Date/Time	Dark	Vessel Name & Official Number	US GT	Signature, Printed Name, & License # of Pilot/Master

NOTE: Must be signed by either Master (or other ships officer if trip performed as Master) OR Pilot, and applicant.

Enclosure (3)
Rev. Apr 2007

SOUTHEAST ALASKA PILOT TRIP VERIFICATION

Name: _____ Signature: _____

Area: _____ Capacity: _____

Start Reference Points Stop Reference Points	Depart Date/Time Arrival Date/Time	Dark	Vessel Name & Official Number	US GT	Signature, Printed Name, & License # of Pilot/Master

NOTE: Must be signed by either Master (or other ships officer if trip performed as Master) OR Pilot, and applicant.

Enclosure (3)
Rev. Apr 2007

CHART EXAMINATION REQUIREMENTS

Each applicant will be provided with a chartlet of each designated area for which they applied and are qualified to draw. 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. Indicated whether soundings are in feet, meters, or fathoms.
   b. Mark depth every two inches along each track-line.

4. **Geographic Features:**
   a. Indicate the names of significant features, including bodies of water.

5. **Bottom Features:**
   a. Color depths of less than 10 fathoms in **LIGHT BLUE**.
   b. Color areas that bare a 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 **MAGENTA / RED** 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.
   b. ATON outside the geographic boundary of the designated area that are visible from the track line and used in navigating the through the designated area must be included.
   c. Identify each ATON by name or number, characteristics, height, and range.
   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. True & Magnetic North Indicated	4	_____
2. Variation and Annual Change Indicated	4	_____
3. Soundings in Feet or Fathoms Indicated	3	_____
4. Geographic Names (Land & Water) Indicated	5	_____
5. 10 Fathom Curve Detailed (Light Blue)	5	_____
6. Areas that Bare at Mean Low Water (Green)	5	_____
7. Color Low Land Masses (Yellow)	3	_____
8. Color High Land Masses above 1000' (Brown)	2	_____
9. Cable Crossing Indicated	4	_____
10. Restricted Areas	2	_____
11. Anchorage Areas	3	_____
12. Significant Landmarks Indicated	4	_____
13. Courses Indicated (+/- 5 Degrees)	6	_____
14. True or Magnetic Course Indicated	3	_____
15. Turn Points (Bearings & Ranges)	6	_____
16. Depth Indicated Every 2" along Track Line (+/- 5 Fathoms)	4	_____
17. Obscured Sectors	7	_____
18. Aids to Navigation (30/# of Aids)	30	_____
i. Position		
ii. Name		
iii. Light / Sound Characteristics		
iv. Height		
v. Range		
	Total	_____ (**P** / **F**)

AREA DESCRIPTION **Pass / Fail**

Enclosure (5)
Rev. Apr 2007

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 or graph or compass comparison record for the steering compass, in the wheelhouse,
(d) An echo depth sounding device readable from the vessel's main steering station,
(e) A Type I or II LORAN C receiver labeled with the name and address of the manufacturer and a statement by the manufacturer stating: "This receiver was designed and manufactured to meet Part 2 (Minimum Performance Standards) of the RTCM MPS for Marine Loran-C Receiving Equipment", **OR** a satellite navigational system such as the Global Positioning System (GPS) to ascertain a 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 or maps 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,
(h) And 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 required equipment listed above, and in good operating condition as required by the OCMI Southeast Alaska for pilotage area familiarization trips.

_____ _____

Signature of Vessel Master | Vessel Name and Number

_____ _____

Printed Name of Vessel Master | Date