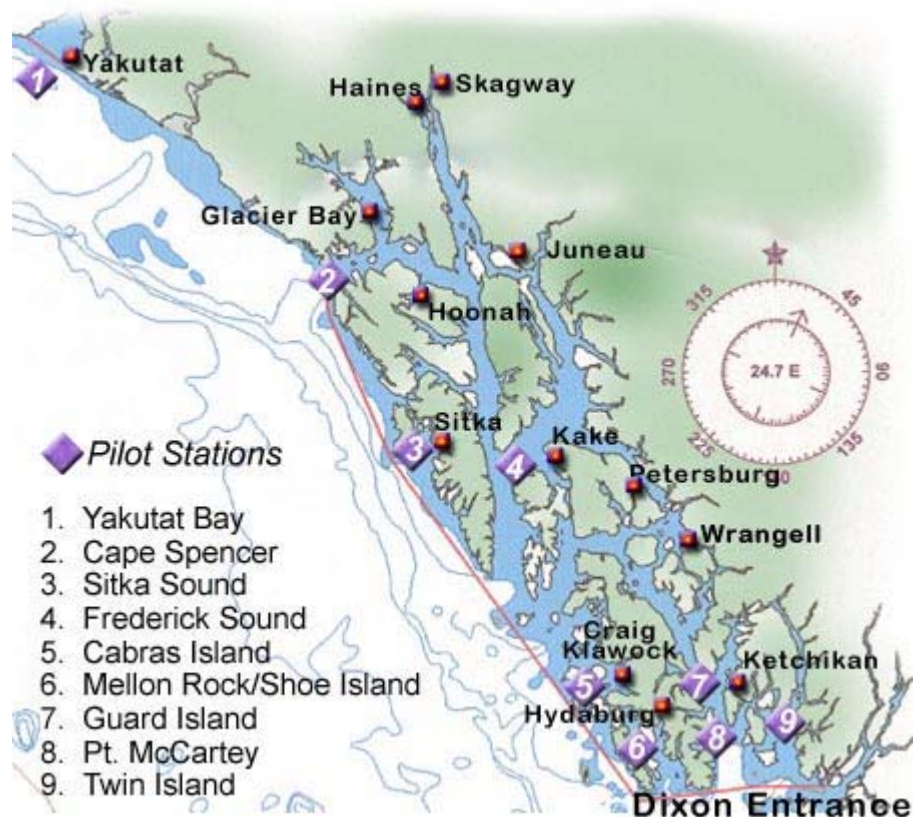


Compulsory Pilotage Waters and Pilot Stations

12 AAC 56.090. GENERAL RULE FOR DETERMINING BOUNDARIES OF THE COMPULSORY PILOTAGE WATERS OF ALASKA. (a) Pilotage is compulsory in the inland and coastal waters of and adjacent to Alaska as described in this section and 12 AAC 56.100.

(b) Pilotage is compulsory at all entrances from seaward to Alaska bays, sounds, rivers, straits, inlets, harbors, ports, or other estuaries where the passage is within three nautical miles of the state's coastline for which specific boundaries are not otherwise described in 12 AAC 56.100. The extent of waters subject to compulsory pilotage in such Alaska bays, sounds, rivers, straits, inlets, harbors, ports, or other estuaries within three nautical miles of the state's coastline are those waters in-shore of a line drawn approximately parallel with the general trend of the shore through the outermost aid to navigation, or if no aid to navigation exists, then a line drawn from headland to headland across the mouth of the entrance.



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[Title 12](#). Professional and Vocational Regulations

[Chapter 56](#). Big Game Guides and Transporters

Section 120. Pilot stations or pickup points

12 AAC 56.120. Pilot stations or pickup points

(a) The established pilot stations for Alaska are as follows:

(1) Guard Island - 1.0 miles 315° true from Guard Island Light; approximate position 55° 27.5' north latitude, 131° 53.9' west longitude;

(2) Point McCartney - 1.0 miles 090° true from Point McCartney Light; approximate position 55° 06.8' north latitude, 131° 40.5' west longitude;

(3) Cabras Island - 1.0 miles 315° true from Cabras Island; approximate position 55° 22.0' north latitude, 133° 24.8' west longitude;

(4) Sitka Sound - 0.25 miles 000° true from the Eckholms Light; approximate position 57° 00.9' north latitude, 135° 21.4' west longitude;

(5) repealed 5/31/2000;

(6) Twin Island - 2.0 miles 045° true from Twin Islands Light; approximate position 55° 10.0' north latitude, 131° 10.4' west longitude; this is a seasonal station open only during the period May 1 through September 30;

(7) Yakutat - 1.0 miles 315° true from Yakutat Bay Lighted Whistle Buoy 4; approximate position 59° 36.3' north latitude, 139° 52.5' west longitude;

(8) Icy Bay - 9.0 miles 180° true from Claybluff Point Light; approximate position 59° 49.0' north latitude,

141ø 35.0' west longitude;

(9) Cordova - 2.0 miles 180ø true from Sheep Point; approximate position 60ø 35' north latitude, 146ø 00' west longitude;

(10) Valdez and Whittier - approximately 3.6 miles 246ø true from Bligh Reef Buoy; approximate position 60ø 49' north latitude, 147ø 01' west longitude;

(11) Seward - 1.1 miles 152ø true from Caines Head Light; approximate position 59ø 58' north latitude, 149ø 22' west longitude;

(12) Cook Inlet - 1.0 miles 180ø true from Lands End Light; approximate position 59ø 35' north latitude, 151ø 25' west longitude;

(13) Kodiak (City) or Womens Bay - 2.0 miles 100ø true from St. Paul Harbor Entrance Light; approximate position 57ø 44' north latitude, 152ø 22' west longitude;

(14) Discoverer Bay - 2.0 miles 000ø true from Posliedni Point; approximate position 58ø 28' north latitude, 152ø 20' west longitude;

(15) Port Wakefield - 1.0 miles 298ø true from Kekur Point; approximate position 57ø 52' north latitude, 152ø 49' west longitude;

(16) Port Bailey - 1.5 miles 000 true from Dry Spruce Bay Light; approximate position 57ø 59' north latitude, 153ø 06' west longitude;

(17) Uganik - 2.0 miles 284ø true from East Point; approximate position 57ø 51' north latitude, 153ø 32' west longitude;

(18) Larsen Bay - 1.0 miles 090ø true from Harvester Island; approximate position 57ø 39' north latitude, 153ø 57' west longitude;

(19) Alitak - 2.4 miles 131ø true from Cape Alitak Light; approximate position 56ø 49' north latitude, 154ø 15' west longitude;

(20) Old Harbor - 1.0 miles 082ø true from Cape Liakik; approximate position 57ø 07' north latitude, 153ø 25' west longitude;

(21) Chignik - 1.5 miles 020ø true from Chignik Spit Light; approximate position 56ø 20' north latitude, 158ø 22' west longitude;

(22) Sand Point - Squaw Harbor - 2.7 miles 235ø true from Popof Head; approximate position 55ø 13' north latitude, 160ø 24' west longitude;

(23) King Cove - 1.5 miles 157ø true from Morgan Point Light; approximate position 55ø 01' north latitude, 162ø 19' west longitude;

(24) Cold Bay - 4.3 miles 177ø true from Kaslokan Point Light; approximate position 55ø 02' north latitude, 162ø 31' west longitude;

(25) False Pass - 1.5 miles 315ø true from Ikatan Point; approximate position 54ø 48' north latitude, 163ø 13' west longitude;

(26) Akutan - 1.0 miles 073ø true from Akutan Point Light; approximate position 54ø 09' north latitude, 165ø 42' west longitude;

(27) Dutch Harbor-Captains Bay - 1.0 miles 060ø true from Ulakta Head Light; approximate position 53ø 56' north latitude, 166ø 29' west longitude;

- (28) Adak - 2.0 miles 092° true from Gannet Rocks Light; approximate position 51° 52' north latitude, 176° 33' west longitude;
- (29) Attu - 1.5 miles 180° true from Murder Point; approximate position 52° 46' north latitude, 173° 11' east longitude;
- (30) St. Paul Island - 4.0 miles 263° true from Reef Point; approximate position 57° 06' north latitude, 170° 25' west longitude; or - 4.0 miles 043° true from North Point; approximate position 57° 16' north latitude, 170° 13' west longitude;
- (31) Port Moller - 4.8 miles 048° true from Walrus Island; approximate position 56° 05' north latitude, 160° 43' west longitude;
- (32) Port Heiden - 5.0 miles 340° true from Strongonof Point; approximate position 56° 58' north latitude, 158° 55' west longitude;
- (33) Ugashik Bay - 6.2 miles 291° true from Smoky Point Light; approximate position 57° 38' north latitude, 157° 52' west longitude;
- (34) Egegik - 7.0 miles 285° true from Red Bluff Light; approximate position 58° 16' north latitude, 157° 42' west longitude;
- (35) Naknek - 9.0 miles 248° true from Naknek Light; approximate position 58° 39' north latitude, 157° 21' west longitude;
- (36) Nushagak Bay - 0.6 miles 180° true from Nushagak Bay Entrance Lighted Bell Buoy; approximate position 58° 33' north latitude, 158° 24' west longitude;
- (37) Kulukak Bay - 3.0 miles 180° true from Kulukak Point; approximate position 58° 47' north latitude, 159° 39' west longitude;
- (38) Togiak - 1.0 miles 180° true from Summit Island; approximate position 58° 48' north latitude, 160° 12' west longitude;
- (39) Kuskokwim River Region
- (A) Kuskokwim River - 59° 42' north latitude, 162° 19' west longitude;
- (B) Goodnews Bay - 7.5 miles 228° true from Platinum; approximate position 58° 55' north latitude, 162° 00' west longitude;
- (40) Kivalina/Cape Krusenstern - 14.0 miles 239° true from the barge loading terminal; approximate position 67° 27' north latitude, 164° 35' west longitude;
- (41) Cape Spencer - 3.2 miles 090° true from Cape Spencer Light; approximate position 58° 12' north latitude, 136° 32' west longitude; this is a seasonal station open only during the period from May 1 - September 30;
- (42) St. George Island - either 3.0 miles 000° true from St. George village; approximate position 56° 39' north latitude, 169° 33' west longitude; or - 3.0 miles 210° true from Rush Point; approximate position 56° 33' north latitude, 169° 47' west longitude;
- (43) Frederick Sound - 3.0 miles 310° true from Cornwallis Point Light; approximate position 56° 58' north latitude, 134° 21' west longitude;
- (44) repealed 5/31/2000;

(45) repealed 5/31/2000;

(46) Chasina Point - 1.25 miles 013ø true from Chasina Point; approximate position 55ø 18' north latitude, 132ø 01' west longitude;

(47) Shoe Island - 2.0 miles 090ø true from Shoe Island Light; approximate position 54ø 57' north latitude, 132ø 41' west longitude;

(48) Mellen Rock - 0.6 miles 050ø true from Mellen Rock Light; approximate position 55ø 02' north latitude, 132ø 39' west longitude;

(49) Atka/Nazan Bay - 1.1 miles 134ø true from Flat Point; approximate position 55ø 13' north latitude, 174ø 06' west longitude;

(50) Tanaga Bay - 2.2 miles 202ø true from Cape Agamsik; approximate position 51ø 45' north latitude, 178ø 04' west longitude;

(51) Kiska Harbor - 1.0 mile 270ø true from Little Kiska Head; approximate position 51ø 58.5' north latitude, 177ø 36.5' west longitude.

(b) Inside compulsory pilotage waters, embarking or disembarking pilots at any location inside of an established pilot station may be undertaken only by agreement between a

(1) pilot and a ship's master in an emergency or for reasons of safety when required by extreme weather or other unforeseeable circumstances; or

(2) pilot organization and a ship's agent on a trial basis to accommodate a newly established port, trade, or route.

(c) If safe and reliable transportation cannot be provided to or from the pilot station, the nearest pilot station with safe and reliable transportation shall be used. If reasonable effort has been made to offer safe and reliable transportation and the vessel, equipment, or personnel do not meet the minimum standards set out in (d) of this section, the pilot may use the transportation provided.

(d) In order to provide safe and reliable transportation for pilots, a vessel must have the following items onboard:

(1) licensed operator;

(2) waterproof VHF radio in addition to the pilot's VHF radio;

(3) distress signals, including three parachute flares, three hand held flares, and one dye marker in a waterproof case;

(4) first aid kit;

(5) spare fuel supply, if the vessel is propelled by an outboard motor;

(6) radar reflector;

(7) tool kit;

(8) engine kill switch;

(9) survival suits; one for each person onboard the vessel;

(10) flashlight;

- (11) anchor and 30 fathoms of line;
- (12) sound producing device;
- (13) pilot retrieval system;
- (14) high-intensity strobe when a pilot transfer occurs at night.

(e) Before a trial pilot station established under (b)(2) of this section may be used, it must be preliminarily approved by the marine pilot coordinator. A trial pilot station that has been preliminarily approved by the marine pilot coordinator will remain valid unless the board disapproves the trial pilot station for further use. The board will approve the trial station for notice as an established pilot station if it determines that the trial station accommodates a newly established port, trade, or route and is in the public interest. The board will disapprove the trial station for further use if the board determines that the trial station is not necessary or not in the public interest.

History: Eff. 3/30/86, Register 97; am 8/29/87, Register 103; am 4/12/89, Register 110; am 6/17/90, Register 114; em am 7/2/90 - 10/29/90, Register 115; am 8/17/91, Register 119; am 11/7/93, Register 128; am 11/10/93, Register 128; am 5/29/96, Register 138; am 6/17/96, Register 138; am 1/23/99, Register 149; am 3/21/99, Register 149; am 5/31/2000, Register 154

Authority: [AS 08.62.040](#)

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