



USCG Sector Southeast Alaska (SEAK) Mission Management System (MMS) Work Instruction (WI)



Category	Prevention Department				
Title	Application Guidance for Southeast Alaska Pilotage				
Serial	SEAK-PREV-08 (v01)	Orig. Date	12 FEB 26	Rev. Date	N/A
Disclaimer	<i>This guidance is not a substitute for applicable legal requirements, nor is it itself a rule. It is not intended to, nor does it impose legally binding requirements on any part. It represents the Southeast Alaska Officer in Charge, Marine Inspection's (OCMI's) current thinking on this topic and may assist industry, mariners, and the public, as well as other federal and state regulators, in applying statutory and regulatory requirements. You can use an alternative approach for complying with these requirements if the approach satisfies the requirements of the applicable statutes and regulations. If you want to discuss an alternative approach (you are not required to do so), you may contact the Sector SEAK Prevention Department, who is responsible for implementing this guidance. (See "questions," below, for contact information.)</i>				
References	(a) Title 46 Code of Federal Regulations (CFR) 1.01-15 - Organization; Districts; National Maritime Center. (b) Title 46 CFR Subchapter B - Merchant Marine Officers and Seamen				
Change Summary	N/A				

- 1) Purpose. The *Application Guidance for Southeast Alaska Pilotage* provided within this instruction is a cooperative guide developed by the Sector Southeast Alaska (SEAK) and the Juneau and Ketchikan Regional Examination Centers (RECs) to communicate standards for mariners seeking federal pilotage endorsements in Southeast Alaska.
- 2) Action. All Southeast Alaska First Class Pilot applicants shall refer to this instruction for application requirements. This instruction replaces the *Application for Southeast Alaska Pilotage* of 12 August 2022.
- 3) Distribution. This instruction may be publicly distributed.
- 4) Background. Per reference (a), both the Sector Southeast Alaska (SEAK) Commander and the National Maritime Center (NMC) Commander possess Officer in Charge, Marine Inspection (OCMI) authorities that bear on the credentialing of First Class Pilots for routes in Southeast Alaska. The enclosed pilotage package blends direction from both the SEAK and NMC OCMI's.
- 5) Direction.
 - (a) This package contains information specific to the Sector SEAK OCMI Zone. All applications for Merchant Mariner Credential (MMC) endorsements must be submitted through REC Juneau or REC Ketchikan to be processed through the NMC.

- (b) Mariners with in-process pilotage applications that have been submitted to REC Juneau or REC Ketchikan prior to the date of this instruction are subject to the pilotage guidance in effect at the time they submitted the application.
- (c) Pilots with existing exclusive pilotage endorsements do not require additional testing, with the exception of testing required to remove any exclusions that are held.
- (d) 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.
- (e) Pilots with existing pilotage endorsements will have the wording on their MMC changed, as appropriate, at the next renewal/raise in grade to reflect the standardized wording in this package.
- (f) Pilots with current exclusive pilotage endorsements will only see changes in the wording of excluded areas.
- (g) Pilots with exclusive pilotage endorsements earned before the 2022 changes may choose to change the wording of their pilotage endorsement to the new Southeast Alaska boundary description, “*Waters of Southeast Alaska from Dixon Entrance to Yakutat Bay.*” This change will allow them to serve as a First Class Pilot on the inland waters between Cape Spencer and Yakutat, which they were not authorized previously. However, the new description limits the designated pilotage areas to the inland waters of Southeast Alaska and should be considered when deciding to update the exclusive endorsement.
- (h) Pilots with concerns about the new wording on their MMC should ask for a pre-print example at the time of application. The example will be given to the pilot for review prior to final printing of the MMC. This must be requested from REC Juneau or REC Ketchikan before the verbiage is sent to NMC.
- (i) Unique situations arising from changes in this package should be brought to the attention of REC Juneau or REC Ketchikan staff for discussion with the SEAK OCMI.
- (j) 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.
- (k) Per Part 11.701(c) of reference (b), the Coast Guard may also impose appropriate limitations to any MMC based on the experience of the applicant. These limitations include, but are not limited to, tonnage, vessel type, time of day, and waters. Note that the NMC has recently clarified that they will impose a tonnage limitation based on the mariner’s traditional bridge watch standing sea service in accordance with 11.711(b) of reference (b). If the bridge watch standing is not met, applicants will be

sent notification requesting additional days of watch standing service or additional round trips on vessels of 1600GRT or more in accordance with Part 11.711(c).

- 6) Questions. You may direct any questions, concerns or suggestions related to this instruction to the Sector SEAK Prevention Department staff by calling the Prevention Duty Officer at 907-957-0150 or emailing SectorSEAKPrevention@uscg.mil. You may also contact REC Juneau (https://www.dco.uscg.mil/nmc/recs/juneau_alaska/) or REC Ketchikan (https://www.dco.uscg.mil/nmc/recs/ketchikan_alaska/); both RECs use a shared email, RECJUN@uscg.mil, and shared phone number, 206-815-6478.

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Application Guidance for Southeast Alaska Pilotage

U.S. Merchant Mariner Credential



Effective: February 12, 2026

**This application package contains the information you will need in order to apply for an original endorsement or to
the waters of Southeast Alaska.**

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SECTION (1) provides general guidance on pilotage endorsements, including definitions of key terms, guidance on how trips over routes are defined and counted, a discussion of the examination processes, and establishment of standards for endorsements.

SECTION (2) designates core and non-core pilotage routes in Southeast Alaska.

SECTION (3) sets the minimum number of round trips required over each route.

SECTION (4) provides the format required for trip logging, with an example and blank forms.

SECTION (5) establishes the grading criterion for testing.

SECTION (6) provides the grading checklist to be used in evaluating pilotage examinations.

SECTION (7) provides specifications for assessing which under-tonnage vessels may be counted towards trip experience over required routes and provides a required means of documenting the characteristics of vessels used for trips.

GENERAL GUIDANCE

1. INTRODUCTION:

- a. **Purpose:** This package details the requirements to obtain or renew a First Class Pilot Endorsement or to obtain an endorsement for the ports and waterways within the area of responsibility of the Officer in Charge, Marine Inspection (OCMI), Southeast Alaska (SEAK). The requirements in this package have been reviewed and approved by the SEAK OCMI. The package includes both local SEAK-specific requirements, as well as requirements and procedures mandated nationally by the NMC OCMI.
- b. **Area of Responsibility:** (33 CFR 3.85-10) The SEAK Marine Inspection Zone and Captain of the Port Zone comprise the area within the boundary which starts at 60° 01.3' N 142° 00' W thence proceeds northeasterly to the Canadian border at 60° 18.7' N 141° 00' W; thence southerly and easterly along the United States-Canadian shore side boundary to 54° 40' N; thence westerly along the United States-Canadian maritime boundary to the outermost extent of the Exclusive Economic Zone (EEZ); thence northerly along the outer boundary of the EEZ to 142° 00' W; thence due north to the point of origin.
- c. **Pilotage Waters:** (46 CFR 10.107) Federal pilotage waters are the navigable waters of the United States, including all inland waters and offshore waters to a distance of three nautical miles from the baseline from which the Territorial Sea is measured.
- d. **Designated Areas:** (46 CFR 10.107) Designated areas are those areas within pilotage waters for which First Class Pilot endorsements are issued under Title 46 Code of Federal Regulations (CFR), Part 11 (46 CFR 11 subpart G) by the OCMI (i.e., SEAK OCMI). The areas for which First Class Pilot endorsements are issued and required within the SEAK Marine Inspection Zone are listed in Section (2). Designated areas are also referred to as pilotage routes.
- e. **Types of Designated Areas:** SEAK has two types of designated areas called main routes and sub-routes. The main routes generally cover the areas with higher traffic density and/or substantially higher risk of a marine incident. Sub-routes are smaller areas within a main route that have been determined to require separate pilotage requirements but do not have enough traffic or risk to be a main route. A sub route may not be acquired without first obtaining the required number of trips for the main route associated with it. The only exception will be for the Monti Bay endorsement which allows Alaska Marine Highway access to the port of Yakutat.
- f. **Non-Designated Areas:** All remaining areas with SEAK pilotage waters that are not designated.

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- g. **Authority:** 46 CFR 10, 46 CFR 11. The regulations governing the issuance of an original First Class Pilot endorsement are contained in 46 CFR Part 10 and 46 CFR Part 11.

2. PROFESSIONAL REQUIREMENTS:

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

3. TRIP REQUIREMENTS:

- a. **Authority:** Trip Sheets are required by the NMC OCMI.
- b. **Trip Sheet Format:** An applicant for a First Class Pilot endorsement or extension of route must use the blank trip sheet provided in Section (4) for trip recording. ***Trips must be recorded using the trip sheet reference points outlined in Section (2).*** A separate trip sheet must be used for each route. Applicants will not receive credit for a voyage in which applicants were not on the bridge. Properly completed trip sheets must be submitted at the time of application for the route listed on the application. ***Trip sheets with incomplete legs or incorrect reporting points will not be accepted or counted toward the round trip calculations.*** Upon the completion of the route trips, the NMC will issue an “Approved to Test” (ATT) letter for only the approved routes requested. Incomplete or missing routes will not be approved and must be applied for on the next application.
- c. **Round Trip:** (46 CFR 11.705) A round trip consists of a vessel traveling from one of the geographical boundaries listed in Section (2) inbound/northbound to the dock facility where a pilot would normally depart the vessel and outbound/southbound to the designated water’s boundary; or a round trip may consist of a transit of the waterway between boundary reference points and back the opposite direction. Where applicable, a round trip for a port must include the main ship channel approaches.
- d. **Per Day Limit:** A maximum of four round trips per route will be credited in any one day.
- e. **Recency:** (46CFR 11.705(e)) One round trip must have been made within six months immediately preceding the date of application.

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- f. **Tonnage:** (46CFR 11.711(b)) two thirds of all trips must be on vessels greater than 1600 GRT; 46CFR 11.402(a)(1). All required experience must be obtained on vessels greater than 100 GRT; 46CFR 11.402b.
- g. **Darkness:** (46CFR 11.705(d)) At least 25% of the total number of round trips must have been made during the hours of darkness. This percentage applies to main routes and sub-routes independently. Darkness for these purposes is defined as the period between evening civil twilight and morning civil twilight. Reduced visibility (not during the period defined above) does not constitute darkness for qualifying nighttime trips. Additionally, for a trip to qualify as during darkness, over half of the time for the transit of the waterway must be made during the authorized period defined above (i.e., in the dark). Failure to meet night trip requirements will result in a daylight only restriction for that particular designated area.
- h. **Authentication:** The vessel's United States credentialed master or pilot and the applicant must sign all trip sheets in the format provided in Section (4). When the applicant is serving as the master, all trips must be verified and signed by the Pilot assigned for that route. Original trip verification sheets must be submitted to the REC at the time of application. It is the responsibility of the applicant to keep account of 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.
- i. **Equivalency:** A mariner may choose to substitute, on a two-for-one, 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. However, this is limited to one two-for-one trip submission per route. For example, two north-bound trips in Lynn Canal may be substituted for a single south-bound trip to satisfy the remaining required south-bound round trip.
- j. **Minimum Round Trips:** (46 CFR 11.705) See Section (3) 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.
- k. **Special Circumstances:**
 - i. **Note: All under tonnage trips must be pre-approved in accordance with Section (7).** The SEAK OCMI has approved time on the M/V Aurora and M/V Leconte as creditable sea time toward unlimited tonnage for Alaska Marine Highway employees billeted to the vessel even though both vessels are less than the required 1,600 Gross Tons. If either vessel is counted toward unlimited tonnage pilotage trips, an additional four (4) trips are required, in

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the same daylight/darkness ratio of 3:1. If vessels over 1,600 Gross Tons are used for a portion of the qualifying trips in a particular waterway, and the M/V Aurora or M/V Leconte are used for the remaining trips, the Regional Exam Center staff may determine, on a case by case basis, a lesser number of additional required trips.

- ii. Use of a Class A Full Mission Simulator may be authorized to fulfill Yakutat Bay and Glacier Bay night trips; provided it is an accredited as an approved course per NVIC 3-14 and 46 CFR 10.404 and 10.411. Certification must be made on a Trip Verification Sheet and include the simulator location, date, and name/signature of the simulator operator.
- iii. Reduced visibility does not constitute darkness for qualifying nighttime trips.

4. EXAMINATIONS:

- a. **Authority:** Area endorsements are approved by SEAK OCMI for NMC to print on the documents.
- b. **Authorization to Test:** (46 CFR 11.707) When the NMC OCMI and the SEAK OCMI have determined the applicant's experience and training to be satisfactory and the applicant is ready in all other respects, the NMC OCMI will authorize the applicable examinations. For sub-routes that are added after the main route, the testing will consist only of Area Description since the chart exam is included with the main route. All sub-routes are considered Non-Core. All examinations must be completed within one year of approval to test and requests are to be sent to recjun@uscg.mil.
- c. **General Examination:** An applicant for an original endorsement as First Class Pilot must be examined as specified in 46 CFR 11.910 (Table 11.910-2). However, mariners holding an endorsement as Master or Mate greater than 1,600 gross tons are exempt from this general pilotage examination.
- d. **Route Specific Examination:** Applicants for an original First Class Pilot endorsement on a MMC are required to take the following examinations:
 - i. **Chart Sketches:** Must be from the latest edition chart and updates prior to the exam date, also completed in same sitting as Light List. Mariners drawing areas consisting of several chartlets may choose to draw chartlets on different consecutive sittings. Chart sketches for main routes and sub-routes will be completed at the same time unless they are on the different scales. In those instances the charts can be drawn on different days but all must be completed prior to receiving the main route endorsement. If drawn on different days, the sub-route chart sketch(es) will be completed after the main route sketches(es) are given a passing score. Aids to Navigation are to be drawn to scale on the navigation chart which the sketch represents. See Section (5) for detailed

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requirements and Section (6) for grading description, if any of the grading criteria categories are left off of the chart sketch; it may be considered an incomplete exam, which will require a reexamination.

- ii. **Light Lists:** A separate light list shall accompany each chart. If Clarence Strait is being drawn, the light-list may include both charts but must be understandable. Each light list must be either ascending or descending along the waterway, as formatted in the Light List. **Any other method is unacceptable and will be returned with a failing grade.**
- iii. **Area Description:** The area description be legible and completed in one sitting. Each applicant will be provided with a blank route description for each designated area for which they apply. Area descriptions should include passages from the current Coast Pilot and Voluntary Waterways Guide, as well as area familiarization data from personal observations. From memory, each applicant must describe the following:
 - 1. The general configuration of the waterways, ports, and harbors **as defined under the Geographic Boundaries in Section (2).**
 - 2. Vessel traffic concerns and references from the Voluntary Waterways Guide;
 - 3. Wind and weather conditions (including seasonal changes);
 - 4. Tides and currents which may be expected;
 - 5. Special harbor rules and navigation customs observed in the area, (i.e. pilot stations, customs quarantine areas, etc.);
 - 6. Description and location of anchorage areas;
 - 7. Area hazards (including restricted areas, danger areas, submerged wrecks, cables, rocks, obstructions, etc.);
 - 8. Prominent geographic features (including obstructions and man-made structures); and
 - 9. All “Special Notes” indicated on the NOAA chart (i.e., danger warnings, local magnetic anomalies, uncharted mooring buoys, etc.).
- iv. **Other Examinations:** Any other examination the SEAK OCMI deems necessary to determine competency may be required.

- 5. **STANDARD ENDORSEMENTS:** SEAK OCMI standards for route endorsements are as follows:

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a. Limitations and/or Restrictions:

Type	Examples:
Unlimited Tonnage	First Class Pilot of Self-Propelled Vessels of Unlimited Tonnage [Add Specific Route Requested].
Limited Tonnage	First Class Pilot of Self-Propelled Vessels Less than 2,000 GRT [Add Specific Route Requested].
Restricted Service	First Class Pilot Restricted to Tug and Barge Combinations of Unlimited Tonnage [Add Specific Route Requested].
Restricted Service and Limited Tonnage	First Class Pilot Restricted to Tug and Barge Combinations of Unlimited Tonnage and Self-Propelled Vessels Less than 2,000 GRT [Add Specific Route Requested].

- b. **General:** MMC endorsements will state the specific Federally Designated Areas upon which the mariner is authorized to serve as a First Class Pilot.
- c. **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. Routes and their core or non-core designations are listed in Section (2).
- d. **Order of Areas:** The order of routes on a MMC will go from Southern-most to Northern-most, attained by the mariner in alignment with the Southeast Alaska area description (Dixon Entrance to either Cape Spencer, Monti Bay or Yakutat Bay), and grouped by core status. Core routes are listed first and then non-core routes.
- e. **Inclusive or Exclusive:** Accomplishment of all Core routes determines the point at which an endorsement changes from inclusive to exclusive. Until all core routes are achieved, the endorsement will be inclusive. Representative inclusive and exclusive endorsements are provided.
- i. Inclusive wording – lists only the Designated Areas achieved:
- First Class Pilot on Vessels of Unlimited Tonnage upon the Waters of Southeast Alaska that include Auke Bay, Gastineau Channel, and Lynn Canal.***
- ii. Exclusive wording – after all core routes completed, lists Designated Areas NOT achieved:

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

- iii. Inclusive wording with limitations:

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

- iv. Exclusive wording with limitations:

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

- v. Exclusive wording with restrictions:

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

SOUTHEAST ALASKA DESIGNATED AREAS

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

CORE PILOTAGE			
Core Pilotage Areas (<i>Chart</i>)	Geographic Boundaries	Trip Sheet Reference Points (<i>N / S – E / W – O / I</i>)	Chart Boundaries (<i>approximate</i>)
Revillagigedo Channel (17434)	Revillagigedo- north of a line from Cape Northumberland to Cape Fox; North of a line drawn from Annette Pt. to Fish Is.; south of a line from Race Pt. to Mountain Pt.	N: Mountain Pt	Revillagigedo Channel North of southern tip of Mary Island; includes entrances to Behm Canal and Felice Strait.
		S: Twin Is	
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	Race Pt to the Ketchikan Airport. (<i>Entire area</i>)
		Via: West or East Channel	
		S: Gravina Pt, Mountain Pt	
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	Ketchikan Airport to Guard Is. (<i>Entire area</i>)
		S: Charcoal Pt or Port of Ketchikan	
Clarence Strait (17360, 17420)	North of a line from Cape Chacon to Cape Northumberland; East of 132-20 W; west of a line from Dall Head to Pt. Davidson; West of a line from Caamano Point to Vallenar Point. South of a line drawn from Point Nesbit to Steamer Point.	N: Nesbitt Reef, Steamer Pt	South of Steamer Pt. Includes Kasaan Bay. North of Pt Davison
		S: Guard Is	
Sumner Strait East (17382)	North of a Line from Pt. Colpoys to MacNamara Pt.; east of a line drawn from Pt. Colpoys to Mitchell Pt.; west of 132-20; NE of a line drawn from Pt. Nesbitt to Steamer Pt.	N: Pt Alexander	North of Steamer Pt and east of Mitchell Pt; includes Duncan Canal. (<i>Entire area</i>)
		W: McArthur Reef	
		Via: Port of Wrangell	
		S: Steamer Pt	
Wrangell Narrows (17375)	North of a line from Pt Alexander to opposite headland. South of a line from Prowley Pt to WN Buoy and south of a line from WN Buoy to Sandy Beach. East of a line at 180° T from Hood Pt	N: WN Buoy	North of Pt Alexander and south of WN buoy. Consists of 4 chartlets. (<i>Entire area</i>)
		Via: Port of Petersburg	
		S: Pt Alexander	

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Core Pilotage Areas (<i>Chart</i>)	Geographic Boundaries	Trip Sheet Reference Points (<i>N / S – E / W – O / I</i>)	Chart Boundaries (approximate)
Frederick Sound (17360)	East of a line from Pt. Gardner to Kingsmill Point; South of a line drawn from 090-270 above Midway Island, then southeast to the WN Buoy.	N: Midway Island W: Cape Bendel S: WN Buoy	North of Cape Bendel, south of Midway Island, and west of Pt Agassiz.
Keku Strait (17368)	North of a line at 090° T from Pt Hamilton to Shore. South of a line from Pt Macartney to Cornwallis Pt.	O: Pt Macartney, Cornwallis Pt, Pt Hamilton I: Port of Kake	North of Pt Hamilton, south of Pt Macartney, and east of Payne Is.
Sitka Sound North / Olga Strait (17324)	South of a line from Neva Pt. To Partof Pt. and north of 57-07.	N: Neva Pt S: Harbor 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. Consists of two chartlets to be drawn in the same sitting.
Peril Strait / Sergius Narrows (17323)	SW of a line from Pogibshi Pt to Poison Cove. NE of a line from Pt Kakul to Round Is.	N: Povorotni Is S: Pt Kakul	North of Pt Kakul and south of Povorotni Is; includes 85% Fish Bay.
Peril Strait / Hoonah Sound and Mid Chatham (17320)	North of a line 270° T from Yasha Island, south of a line 090° T from North Passage Point to Admiralty Island. NE of a line from Pogibshi Pt to Poison Cove.	W: Povorotni Is E: Morris Reef	North of Povorotni Is and west of Admiralty Island(<i>Entire area</i>). South of North Passage Point, north of Village Point
South Chatham Strait (17320)	North of a line at 090° T from Coronation Island Cape Ommaney south of a line 270° T from Point Lull Yasha Island West of a line 000 from Cape Bendal east of a line from Pt Gardner to Kingsmill Pt.	N: Morris Reef S: Yasha Island	North of a line 270° T from Pt Ellis, Coronation ISL south of a line 270° T from Village Point, West of a line 000° T from Cornwallis Point
Stephens Passage (17300)	North of a line 090-270 from Midway Island then NW of a line from Pt Arden to Pt Tantallon, then west of a line from Outer Pt to Portland Is Lt. South of a line from Portland Is.	N: Outer Pt S: Midway Island	North of Midway Island and south of Portland Is. (<i>Entire area</i>)
Icy Strait East and Upper Chatham (17300)	East of a line at 000° T from Crist Pt. West of Admiralty Island south of a line at 090° T from Lynn Canal SW Lt. North of a line 090° T from North Passage Point to Admiralty Island.	NE: Lynn Canal SW Lt. SE: 090° T from North Passage Point W: Crist Point	East of Crist Pt and west of Pt Couverden. (<i>Entire area</i>)
Port of Hoonah	South of line from Crist Pt to Pt Sophia.	N: Pinta Rock	

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Core Pilotage Areas (<i>Chart</i>)	Geographic Boundaries	Trip Sheet Reference Points (<i>N / S – E / W – O / I</i>)	Chart Boundaries (approximate)
Auke Bay (17315)	East of a line from Outer Pt to Portland Is Lt. SE of a line from Portland Is Lt to Pt Louisa. North of the Juneau-Douglas Bridge.	S: Port of Hoonah O: Portland Is Lt, Outer Pt I: Auke Bay	East of Portland Is Light. (<i>Entire area</i>)
Lynn Canal (17300)	NW of a line from Pt Louisa to Portland Is. North of a line from Portland Is to Symonds Pt and north of a line at 090° T from Lynn Canal SW Lt. South of Seduction Point.	S: Seduction Point Via: Saginaw or Favorite Channel N: Portland Is Lt, Lynn Canal SW Lt	North of line from Symonds Point to the northern end of Portland Is to Pt Louisa. South of a line 180° T from Seduction Point.
Haines / Skagway (17317)	N of a 090 line drawn from Seduction Pt. to the mainland, to the Port of Skagway, to include Lutak Inlet.	N: Port of Haines or Skagway S: Seduction Point	North of Seduction Point.

NON-CORE PILOTAGE

Non-Core Pilotage Areas (<i>Chart</i>)	Geographic Boundaries	Trip Sheet Reference Points (<i>N / S – E / W – O / I</i>)	Chart Boundaries (approximate)
Nichols Passage- (17434)	North of a line from Dall Head to Pt Davison. South of a line from Gravina Pt to Race Pt.	N: Gravina Pt S: Port of Metlakatla or Pt McCartney	North of Pt Davison and South of Race Pt. (<i>Entire area</i>)
West Coast Prince of Wales And Klawock Inlet (17405)	East of a line bounded by a line from Windy Bay drawn perpendicular out to a line from Cape Bartolome to Cape Edgecombe and east of a line from Cape Bartolome to Pt Cornwallis Light. West of a line at 000° T from Pt Santa Lucia and west of a line at 010° T from Eagle Pt. South of a line at 090° T from Bocas Pt and south of a line from Cora Pt to Cape Pole. North of a line from Cape Muzon to Cape Chacon. East of a line at 010° T from Eagle Pt.	O: Larzatita Is, Cabras Is I: Port of Klawock or Craig	North of Diamond Pt and East of Pt Santa Lucia. This exam consists of 3 chartlets and two route descriptions.
Snow Passage (17382)	North of a line at 250° T from Nesbitt Reef. South of a line from Pt Colpoys to MacNamara Pt.	N: MacNamara Pt S: Pt Nesbitt	North of a line at 250° T from Nesbitt Reef. South of Pt Colpoys. (<i>Entire area</i>)
Sumner Strait West (17360)	North of a line from Cora Pt to Cape Pole. West of a line from Surf Pt to Limestone Pt and west of a line	E: Pt Colpoys, McArthur Reef W: Warren Is, Cape Decision	North of Cape Pole, west of Pt Colpoys, and east of 134° 20'W.

Pilotage Requirements for Southeast Alaska (2026 Revision): SECTION (2)

Non-Core Pilotage Areas (Chart)	Geographic Boundaries	Trip Sheet Reference Points (N / S – E / W – O / I)	Chart Boundaries (approximate)
	from Pt Colpoys to Mitchell Pt. South of 56° 31'N. East of 134° 20'W.		Includes Affleck Canal and Southern Keku Strait. (<i>Entire area</i>)
Sitka Sound South (17326)	North of a line bounded by lines from Cape Ommaney drawn perpendicular out to a line from Cape Bartholome to Cape Edgcombe. South of 57° 07'N.	O: The Eckholms, Old Sitka Rocks I: Port of Sitka	NE of Vitiskari Is and west of Entry Pt.
Gastineau Channel (17315)	North of a line from Tantallon Pt to Bishop Pt. South of Juneau-Douglas Bridge.	N: Port of Juneau S: Arden Pt, Tantallon Pt	North of Tantallon Pt and south of the Juneau Douglas Bridge. (<i>Entire area</i>)
Icy Strait / Cross Sound (17300)	North of a line from Soapstone Pt to Column Pt. East of a line from Icy Pt to Cape Bingham. West of a line bearing 000° T from Crist Pt. South of a line from Pt Gustavus to Pt Carolus. Includes Lituya Bay.	E: Crist Pt W: Cape Spencer, Column Pt	East of Astrolabe Pt and west of Crist Pt. Includes Lisianski Inlet. Does not include Lituya Bay.
Lisianski Inlet	South of a line from Soapstone Pt to Column Pt. East of a line from Miner Is to Stag Pt.	N: Column Pt S: Port of Pelican	
Glacier Bay (17300)	North of a line from Pt Carolus to Pt Gustavus.	N: Russell Is, Wolf Pt N: (<i>night only</i>) 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° T from Pt Carrew to Shore.	N: Pt Latouche N: (<i>night only</i>) Krutoi Is S: Ocean Cape	North of Ocean Cape and south of Blizhni Pt. (<i>Entire area</i>)
Monti Bay	North of a line from Ocean Cape to Pt Manby and South of latitude 59° 40'N and Eastward to the Port of Yakutat.	O: Ocean Cape I: Yakutat Roads LB#1	

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

SOUTHEAST ALASKA ROUND TRIP REQUIREMENTS

DESIGNATED AREA	INITIAL MMC (46CFR11.705(b))		ADD'L ENDORSEMENT 46CFR11.705(b)	
Sub-Area	Service as Master / Mate / Observer	Service as AB / QM / WH	Service as Master / Mate / Observer	Service as AB / QM / WH
CORE PILOTAGE				
Revillagigiedo Channel	12	20	8	15
Tongass Narrows South ¹	18	20	12	15
Tongass Narrows North	18	20	12	15
Clarence Strait	12	20	8	15
Sumner Strait East	12	20	8	15
Wrangell Narrows	18	20	12	15
Frederick Sound ²	12	20	8	15
Keku Strait - Port of Kake	3	3	3	3
Sitka Sound North / Olga Strait	18	20	12	15
Salisbury Sound / Neva Strait	18	20	12	15
Peril Strait, Sergius Narrows and Kakul Narrows	18	20	12	15
Peril Strait, Hoonah Sound and Mid-Chatham Strait	12	20	8	15
Lower Chatham Strait ³	12	20	8	15
Stephens Passage	12	20	8	15
Icy Strait East and Upper Chatham Strait	12	20	8	15
Port of Hoonah	3	3	3	3
Auke Bay	12	20	8	15
Lynn Canal ⁴	18	20	12	15
Haines / Skagway	12	20	8	15
NON-CORE PILOTAGE				
Nichols Passage	12	20	8	15
West Coast of Prince of Wales and Klawock Inlet	12	20	8	15
Snow Passage	18	20	12	15
Sumner Strait West	12	20	8	15
Sitka Sound South	12	20	8	15
Gastineau Channel	12	20	8	15
Icy Strait / Cross Sound	12	20	8	15
Lisianski Inlet	3	3	3	3
Glacier Bay	12	20	8	15
Yakutat Bay	12	20	8	15
Monti Bay as a sub-route	3	3	3	3
Monti Bay ⁵	12	20	8	15

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

SOUTHEAST ALASKA PILOT TRIP VERIFICATION (EXAMPLE)

NAME:

I. M. Apilot

SIGNATURE:

AREA:

Lisiwanski 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/test periods required by Federal Regulations.

Start Reference Points	Depart Date/Time		Dark	Vessel Name & Official Number	US GT	Signature, Printed Name, & MMC Reference # of Pilot/Master
	Stop Reference Points	Arrival Date/Time				
Port of Haines	Via FAW	24Aug01/0800		UNIVERSE EXPLORER L123456789	22162	John Doe USCg MMC #
Lynn Canal SW Lt		24Aug01/1000				John Doe 01234567
Portland Is Lt	Via Sag	24Aug01/2300	X	REGAL PRINCESS L987654321	69845	Sandy Smith USCg MMC #
Port of Skagway		25Aug01/0100				Sandy Smith 01234567

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

CHART EXAMINATION REQUIREMENTS

1. Each applicant will be provided with a chartlet of each designated area for which they have applied and are qualified to test for. The chartlet will include only the shoreline of the designated area. From memory, each applicant must reproduce a nautical chart of the entire designated area depicted on the chartlet or within the designated boundary lines. **White out is not allowed on the examinations.**
2. To meet the testing requirements charts drawn by the applicant must include:
 - a. **Identification**
 - i. Applicant's name.
 - ii. Date.
 - iii. Port where examination was conducted.
 - b. **Compass Rose:**
 - i. Indicate True North.
 - ii. Magnetic North.
 - iii. Magnetic variation.
 - iv. Year for which the variation is computed.
 - v. Annual change.
 - c. **Soundings:**
 - i. Indicate whether soundings are in feet, meters, or fathoms.
 - ii. Mark depth every two inches along each track leg, sounding curve.
 - d. **Geographic Features:**
 - i. Indicate the names of significant features, including bodies of water.
 - e. **Bottom Features:**
 - i. Color depths of less than 10 fathoms / 3 fathoms in **LIGHT BLUE**.
 - ii. Color areas that bare at mean low water **GREEN**.
 - iii. Color low-lying land areas near the shore **YELLOW**.
 - iv. Color prominent high land (greater than 1000') **BROWN**.
 - v. Mark prominent bluffs and cliffs with **BLACK HATCHINGS**.
 - f. **Cable Areas, Restricted Areas, and Anchorage Areas:**
 - i. Indicate cable areas with dotted or waived **MAGENTA** lines.

Pilotage Requirements for Southeast Alaska (2026 Revision): SECTION (5)

- ii. Indicate other areas with dotted **BLACK** lines.

g. Courses, Turning Points and Turn Bearings:

- i. Indicate **ALL** courses commonly used by vessels 1600 GT and greater (not just those used by your current vessel).
- ii. Indicate **ALL** courses used on the chartlet in **TRUE** or **MAGNETIC** degrees.
- iii. Indicate **ALL** turning points with bearing and/or range.

h. Aids to Navigation (ATON):

- i. Indicate each aid to navigation in its present charted position using standard chart symbols. Consult Chart 1 for proper symbology.
- ii. ATON outside the geographic boundary of the designated area that are visible from the track line and used in navigating through the designated area must be included.
- iii. Identify each ATON by name or number, characteristics, height, and range and remarks on the light list sheet provided for testing.

PILOTAGE GRADING SHEET

NAME: _____

REF #: _____

AREA: _____

DATE: _____

CHART SKETCH (90 POINTS TO PASS, 100 POINTS MAX)	Total Points ____ ☐ Pass / ☐ Fail
--	--

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

AREA DESCRIPTION	☐ Pass / ☐ Fail
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To include chart notes, Coast Pilot, Notice to Mariners, SEAK Voluntary Water Ways Guide, broadcast points, weather stations, OCMI Standing Policies and any other pertinent information.

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. **NOTE:** 46CFR 11.711(b) 2/3 of all trips must be on vessels greater than 1600 GRT; 46CFR 11.402(a)(1). All required experience must be obtained on vessels greater than 100 GRT; 46CFR 11.402b. 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.

1. A marine radar system for surface navigation in which the display must be easily readable on the bridge by day or night,
2. An illuminated magnetic steering compass, mounted in a binnacle that can be read at the vessel's main steering stand,
3. A current magnetic compass deviation table, graph or compass comparison record for the steering compass located in the wheelhouse,
4. An echo depth sounding device readable from the vessel's main steering station,
5. A satellite navigational system such as the Global Positioning System (GPS) to ascertain an electronic position fix,
6. 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,
7. Marine charts of the areas to be transited, published by a recognized hydrographic authority, which must be of a large enough scale and have enough detail to make safe navigation of the areas possible, be current editions or currently corrected editions, and
8. A currently corrected edition of general publications including USCG Light List, Local Notices to Mariners, Tidal-current tables, and US Coast Pilot.

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

Signature of Vessel Master

Vessel Name and Number

Printed Name of Vessel Master

Date

Signature of Approving REC Official

Date