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Homeland Security

United States
Coast Guard



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UNITED STATES COAST GUARD



LICENSE

PILOTAGE REQUIREMENTS FOR

- GRAYS HARBOR, WASHINGTON;
 - WILLAPA BAY, WASHINGTON;
- THE SNAKE RIVER, WASHINGTON;
- THE CLEARWATER RIVER, IDAHO;
 - THE COLUMBIA RIVER;
- THE WILLAMETTE RIVER, OREGON;
 - TILLAMOOK BAY, OREGON;
 - YAQUINA BAY, OREGON;
 - UMPQUA RIVER, OREGON;
 - COOS BAY, OREGON; and
 - COQUILLE RIVER, OREGON



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Pilotage Requirements For
Grays Harbor and Willapa Bay, Washington; the Oregon Coast;
And the Columbia, Willamette, Snake, and Clearwater Rivers

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Enclosures:

- 1) License Application (CG-719B)
- 2) Physical Examination Report (CG-719K)
- 3) Drug Test Information Sheet
- 4) Pilotage Trip Log Form
- 5) Chart and Inclusive LLNR Listed by Route
- 6) Light List Format and Example
- 7) Chart Sketch Instructions
- 8) Grading Criteria for Pilotage Chart Sketches

PILOT LICENSING REQUIREMENTS

A. INTRODUCTION:

1. This publication describes the requirements to obtain a First Class Pilot license or endorsement for ports or waters located in Oregon and Southern Washington including Grays Harbor and the Port of Aberdeen. Under the direction of the Officer in Charge of Marine Inspection (OCMI) Sector Columbia River, the Regional Examination Center (REC) Portland, Oregon, is responsible for licensing all federal pilots who operate upon pilotage waters between 42°00' and 47°32' North Latitude.
2. Application may be made in person during REC office hours from 0730-1530 Monday through Friday (REC Portland will be closed on all Federal Holidays), or by mail. Pilotage evaluations frequently require up to 2 weeks to complete and will be processed in the order in which they are received. You will be advised by mail of your results. Upon approval of your application you may make an appointment for your examination.

B. AUTHORITY & SCOPE:

1. The regulations governing Professional Requirements for Pilots and the issuance of an original pilot license, and/or endorsements of a deck officer's license are contained in Title 46, Code of Federal Regulations, Part 11, Subpart G 11.700.
2. The specified boundaries for Sector Columbia River (formerly Sector Portland) Officer in Charge Marine Inspection and Captain of the Port Zones are detailed in Title 33, Code of Federal Regulations, Part 3, Subpart 3.65-15.
3. The OCMI will issue a license or endorsement as a First Class Pilot with the appropriate limitations commensurate with the applicant's experience and with respect to type of vessel, tonnage, route and waters.
4. A license as master, mate(pilot) or operator of uninspected towing vessels, authorizes service as a pilot under the provisions of 46 CFR 15.812(b)(2) on vessels of not more than 1600 gross tons. Therefore, First Class Pilot endorsements **will not** be issued with tonnage limitations of less than 1600 gross tons.

C. LISTING OF PILOTAGE ROUTES:

1. BAR ROUTES

- | | |
|-------------------|-------------------------------|
| a) Grays Harbor | Sea to Cosmopolis, Washington |
| b) Willapa Bay | Sea to Raymond, Washington |
| c) Columbia River | Sea to Tongue Point, Oregon |
| d) Tillamook Bay | Sea to Garibaldi, Oregon |
| e) Yaquina Bay | Sea to McLean Point, Oregon |
| f) Umpqua River | Sea to Reedsport, Oregon |
| g) Coos Bay | Sea to Millington, Oregon |
| h) Coquille River | Sea to River Mile 3 |

2. RIVER ROUTES

a) Columbia River:

- (1) Tansy Point to Harrington Point
- (2) Harrington Point to Crims Island
- (3) Crims Island to St. Helens
- (4) St. Helens to Kelley Point
- (5) Kelley Point to Ryan Point
- (6) Ryan Point to Bonneville Dam
- (7) Bonneville Dam to The Dalles Dam
- (8) The Dalles Dam to McNary Dam
- (9) McNary Dam to Pasco
- (10) Pasco to Hanford

b) Willamette River:

- (1) Kelley Point to the Ross Island Bridge

c) Snake River:

- (1) Pasco, Washington to River Mile 21
- (2) River Mile 21 to Lower Monumental Dam
- (3) Lower Monumental Dam to River Mile 56
- (4) River Mile 56 to Little Gosse Dam
- (5) Little Gosse Dam to River Mile 87
- (6) River Mile 87 to Lower Granite Dam
- (7) Lower Granite Dam to River Mile 127
- (8) River Mile 127 to Lewiston, Idaho

d) Clearwater River:

- (1) Mouth to the Clearwater Memorial Fixed Bridge

D. GENERAL REQUIREMENTS:

1. Be at least 21 years of age.
2. Submit a completed application form (enclosed).
3. Submit a current physical examination (see paragraph E).
4. Submit the results of a drug test completed within 6 months of the date of application, or a letter confirming participation in a random drug testing program as described in the attached Drug Test Information sheet.
5. Present 3 written recommendations concerning applicant's suitability as a pilot for an original license or an original pilotage endorsement. The recommendations must be from licensed officers with whom the applicant has served including at least one from a Master and one from a Pilot.
6. Present a valid Radar Certificate from a Coast Guard approved course of training.
7. Meet the experience requirements outlined in paragraph F.
8. Meet the route familiarization requirements listed in paragraph G.
9. Document 3 months of service during the last 3 years.

10. Fees: User fees for Pilot endorsements on marine licenses are required to be paid prior to service being rendered. The fees are broken down as follows:

Original Endorsement: Evaluation \$100; Examination \$45; and Issuance \$45.
Subsequent Endorsement: Evaluation \$50, Examination \$45, and Issuance \$45.

If you have never held a Merchant Marine License or Credential before, also provide:

11. Proof of evidence for U. S. Citizenship (either an original or certified copy of birth certificate or U. S. Passport).
12. Proof of application for or an issued Transportation Workers Identification Credential (TWIC) Card.
13. Current valid certification of completion of a First Aid and CPR course.

E. PHYSICAL EXAMINATION REQUIREMENTS:

1. An applicant for an original First Class Pilot license must meet the physical examination requirements of 46 CFR Part 10. Recent examination results must be submitted with the application and recorded on Form CG-719K (Enclosure 2).
2. 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 examination and drug test annually each year while holding their license or endorsement. Each annual physical submitted, must meet the requirements as specified in 46 CFR 10.301.
3. In accordance with 46 CFR 11.709, Annual Physical Examination Requirements; an individual's First Class Pilot credential becomes invalid on the first day of the month following the first anniversary of the individual's most recent physical examination satisfactorily completed; the individual may not operate under the authority of that credential until a physical examination has been satisfactorily completed.
4. The record of examination must also be submitted to the Coast Guard annually. If the yearly requirement for the physical is not met, then the individual **may not** serve as a pilot until satisfactorily completing a physical examination and submitting the same.

F. SERVICE REQUIREMENTS FOR FIRST CLASS PILOT:

1. The minimum service required to qualify for examination for an original pilot license is based on the nature of the waters for which pilotage is desired. An individual holding a license as master or mate of inspected steam or motor vessels of over 1600 gross tons meets the service requirements of this section for an endorsement as first class pilot.
 - a) **FOR ROUTES OTHER THAN RIVERS:** The applicant must have at least 36 months service in the deck department of steam or motor vessels navigating on oceans, coastwise, Great Lakes, bays and sounds, and lakes other than the Great Lakes as follows:

- (1) 18 months of the 36 months service must be as quartermaster, wheelsman, able seaman, apprentice pilot, or in an equivalent capacity, standing regular watches at the wheel or in the pilothouse as part of routine duties.
- (2) 12 months of the 18 months service must be in vessels operating on the class of waters for which pilotage is desired.
- b) **FOR RIVER ROUTES:** The applicant must have at least 36 months service in the deck department of any vessel including at least 12 months service operating on rivers while serving in the capacity of quartermaster, wheelsman, apprentice pilot, or deckhand who stands watches at the wheel as part of routine duties.
2. Emphasis should be placed on documentation of service in the capacity in which the applicant served. Deckhand experience on towboats will not satisfy the requirement for service as a wheelsman, quartermaster, able seaman, or equivalent unless actual wheelhouse time is documented. Regular watches at the wheel or in the pilothouse observing the navigation of the vessel are needed to satisfy this requirement.
3. An applicant for license endorsements as pilot may 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.

G. ROUTE FAMILIARIZATION REQUIREMENTS:

1. EXPLANATION OF TERMS:

- a) **Trip:** A trip is creditable if it passes from one end to the other of the route desired via an established channel. During the trip the applicant must be on the bridge, and must assist in or observe the navigation and handling of the vessel throughout the trip and study the aids to navigation and hazards of the route.
- b) **Round Trip:** A trip in both directions over the route desired.
- c) **Night Trip:** A trip over the desired route which occurs during hours of darkness.
- d) **Route:** Those routes listed in Part C.
- e) **Observer:** A person who holds a currently valid license and who is riding on a vessel for the purpose of becoming familiar with a pilotage route.

2. DOCUMENTATION OF ROUND TRIPS:

An applicant for an original pilot's license, endorsement, or extension of route, must furnish certificates of discharge, letters, or other satisfactory documentary evidence of round trips certifying:

- a) Names and gross tonnages of the vessels upon which experience was obtained.
- b) Dates and hours trips were made, river mile when wheelhouse duty started and stopped, and number of trips made.
- c) Capacity in which the applicant served.

Someone other than the applicant must verify the log entry on the Pilot Trip Log sheet. This should be done by the master/captain of the vessel and is indicated by their signature. If the applicant was the master/captain of the vessel or OUTV during the trip, each entry must be supported by a service verification letter from the vessel owner. Masters of deep draft vessels may have the accompanying pilot sign their trip sheet.

The round trips must have been accomplished while serving in the capacity of 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 duties over the route sought. Service as an observer, properly documented by the master or pilot of the vessel, is also acceptable. Determinations of credit for dredge trips will be made by the REC. Dredge trips are acceptable, but on a limited basis of a maximum allowable credit of two trips per day per route.

This policy reflects the fact that dredges engaged in dredging operations do not normally make a docking. The experience gained in observing a docking of a vessel is essential in the pilot's ship handling experience and local knowledge. The information on the trip log must be fully legible including the signatures/names of those certifying the trip. The attached blank trip sheet (Enclosure (4)), should be duplicated and used for recording trips. If possible each sheet should document trips into and out of a single port or waterway. Properly documented trip sheets are the most valid and objective method of evaluating total experience.

3. 12 - 20 round trips are required for an original endorsement as First Class Pilot.
4. 8 - 15 round trips are required for subsequent route endorsements as First Class Pilot.
5. One third of the required round trips shall be during hours of darkness (night trips).
6. One of the required round trips must have been within the six months immediately preceding the date of application to meet the recency requirement.

H. TONNAGE LIMITATIONS:

1. In order to obtain a pilotage endorsement of Any Gross Tons, the applicant must:
 - a) Have 18 months experience as master, mate, quartermaster, wheelsman, able seaman, apprentice pilot, or in an equivalent capacity, standing regular watches at the wheel or in the pilothouse as part of routine duties, on vessels of 1,600 gross tons or over; **and...**
 - b) Two thirds of the required round trips must have been served on vessels of 1,600 gross tons or over.
2. If an applicant does not meet the requirements in paragraph H-1 above, a tonnage limitation will be imposed commensurate with the applicant's experience.
3. For the purpose of this paragraph, with respect to tonnage on towing vessels, the combined gross tonnage of the towing vessel and the vessels(s) towed will be considered.

I. EXAMINATION REQUIREMENTS

1. Prior to taking the pilotage examination, each route should all be corrected to the following publications:

- (1) Coast Pilot 7
- (2) Light List, Volume VI
- (3) Charts of the route to be tested
- (4) Local Notice to Mariners

2. An applicant for an original license as First Class Pilot, where the applicant does not possess a Coast Guard license as master or mate of over 1600 gross tons is required to pass an examination that includes:

SECTION	SUBJECT MATTER	PASSING SCORE
(I)	Rules of the Road	90%
(II)	Deck General	70%
(III)	Navigation Problems	90%
(IV)	Navigation General	70%
(V)	Chart Sketch	90%
(VI)	Local Knowledge Exam	90%
(VII)	Light List Examination	90%

3. An applicant for an extension of a First Class Pilot's license or a First Class Pilot endorsement on a master's or mate's license of over 1600 gross tons is required to pass the following examinations:

SECTION	SUBJECT MATTER	PASSING SCORE
(I)	Chart Sketch	90%
(II)	Local Knowledge Exam	90%
(III)	Light List Examination	90%