

U.S. Department of
Homeland Security

United States
Coast Guard



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JUL 09 2024

**SUBJECT: FIRST CLASS PILOTAGE REQUIREMENTS FOR PUGET SOUND AND
CONNECTING WATERWAYS**

This letter promulgates an update to First Class Pilotage requirements for Puget Sound and connecting waterways. These procedures are the principal methods of planning and executing all First Class Pilotage licensing standards for the Puget Sound Marine Inspection Zone.

To facilitate full implementation of regulatory changes, the 2021 First Class Pilot packet is in the second year of a three-year phase-in period set to conclude **August 1, 2025**. During this period, certain mariners may qualify for endorsements under the regulations in place before **August 1, 2022**. However, if a mariner chooses to use the new requirements, they will need to meet all requirements for the specific route sought, unless otherwise stated. If a mariner who is eligible to qualify under the old regulations does not express a desire to qualify for a route under the new regulations, they will be evaluated under previous regulations in effect before **August 1, 2022**. Items in dispute between the applicant and U.S. Coast Guard Regional Examination Center Seattle, shall be referred to the Puget Sound Marine Inspection Zone for determination in accordance with 46 CFR §11.705.

Future changes and revisions will be incorporated into this plan as they are developed. Upon incorporation, changes shall be indicated on the Record of Changes. If you have questions, please email the Sector Puget Sound Inspection Division at SecSeaDispatch@uscg.mil.

A handwritten signature in blue ink, appearing to read "M. A. McDonnell".

M. A. McDonnell
Captain, U.S. Coast Guard
Officer in Charge, Marine Inspection

Enclosure: First Class Pilotage Requirements for Puget Sound and the Connecting Waterways

Copy: Regional Examination Center Seattle



FIRST CLASS PILOTAGE REQUIREMENTS FOR PUGET SOUND AND CONNECTING WATERWAYS

A. INTRODUCTION

1. This publication describes the requirements to obtain a First Class Pilot (FCP) license or endorsement(s) for Puget Sound and connecting waters, including the waters of Haro Strait, Boundary Pass, and Strait of Georgia. The specific boundaries for the Sector Puget Sound Officer in Charge, Marine Inspection (OCMI) and Captain of the Port Zones are detailed in 33 Code of Federal Regulations (C.F.R.) §3.65-10. Application may be made in person during Regional Exam Center (REC) Seattle office hours from 0730-1530, Monday through Friday (except Federal Holidays), by mail, or e-submission found on the U.S Coast Guard National Maritime Center website (https://www.dco.uscg.mil/national_maritime_center/).
2. The regulations governing the issuance of an FCP license or endorsement(s) are contained in 46 C.F.R. §11.701 – 11.713. Applicants need not hold any other license. Under the provision of 46 C.F.R. §15.812, issuance of an FCP license or endorsement qualifies an individual to serve as a pilot over the route(s) specified on the endorsement, subject to any limitations imposed by the OCMI. The OCMI authorizing an endorsement as FCP, imposes appropriate limitations commensurate with the experience of the applicant with respect to class or type of vessel, tonnage, routes and waters as outlined in Section D.
3. A license or Merchant Mariner Credential (MMC) endorsement issued for service as a master, mate or operator of towing vessels authorizes service as a pilot under the provisions of 46 C.F.R. §15.812. Therefore, FCP endorsement(s) will be issued with tonnage limitations in accordance with Section D.

B. GENERAL REQUIREMENTS

1. The requirements detailed herein are specific to obtaining or renewing a FCP license or endorsement for the ports and waterways within the area of responsibility of the OCMI Puget Sound Zone. National FCP requirements are outlined in 46 C.F.R. §11.701. Mariners are reminded they must follow all local policies directed by the cognizant OCMI.
2. Mariners with existing FCP endorsement(s) shall retain such endorsement(s) held and/or be grandfathered as necessary at their next renewal or raise of grade, regardless of changes in underlying requirements as new FCP packets are promulgated.

3. Any requested endorsement not specifically outlined within this packet shall be forwarded to the OCMI for consideration under the provisions of 46 C.F.R. §11.705. The OCMI will determine appropriate requirements in accordance with 46 C.F.R. §11.701 (c).

C. PHYSICAL EXAMINATION REQUIREMENTS

1. Persons holding a license or MMC endorsement as a FCP must undergo a physical examination each year, to be completed by the first day of the month following the anniversary of the individual's most recently completed Coast Guard-required physical examination. Every five years, in accordance with medical certificate requirements in 46 C.F.R. §10.301(b), 10.302(a), and 10.304(d) of this chapter, the results of the most recent physical examination must be submitted to the Coast Guard.
2. Each annual physical examination must meet the requirements specified in 46 C.F.R. §10.301 through 10.306 and be recorded on a CG-719K. The latest version of form CG-719K can be found at <https://www.dco.uscg.mil/nmc/forms/>. If the individual does not meet physical examination requirements, an individual's FCP endorsement becomes invalid on the first day of the month following the anniversary of the individual's most recently completed Coast Guard-required physical examination. Individuals may not operate under the authority of an FCP endorsement until a satisfactory physical examination has been completed.

D. TONNAGE REQUIREMENTS

1. To obtain an FCP endorsement authorizing service on vessels of unlimited tonnage on a particular route, applicants must have sufficient experience on vessels of more than 1,600 Gross Register Tonnage (GRT).
2. An applicant is considered to have sufficient experience if the applicant:
 - a. Has served for 18 months or more 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 GRT or more; and,
 - b. Completes two-thirds of the minimum number of roundtrips required for the route on vessels of 1,600 GRT or more in accordance with Section F.
3. If an applicant does not have sufficient experience on vessels of 1,600 GRT or more, an endorsement with limited tonnage will be issued until the applicant completes a number of additional roundtrips, as determined in the "Additional Trips" column of the trip requirement charts, as appropriate on vessels of 1,600 GRT or more.

For sufficient experience with respect to tonnage on towing vessels, the combined gross tonnage of the towing vessel and vessels towed will be considered. However, considering the nature of the waters and overall experience of the applicant, the Coast Guard may require that all or a portion of the required number of roundtrips be obtained on self-propelled vessels of 1,600 GRT or more.

E. CREDENTIALLED MARINER “SERVING AS” PILOT

1. A license issued for service as master, mate, or operator of towing vessels authorizes service as a pilot under the provisions of 46 C.F.R. §15.812. Mariners must complete a specified number of round trips over the route to be traversed in accordance with 46 C.F.R. §15.812(b)(2) and individuals must self-certify their qualifications for the route. Individuals will not be issued an FCP endorsement that describes the specific waters upon which they are authorized to serve as pilot. For "serving as" pilots, the requirements concerning routes should parallel the route requirements for a licensed FCP.
2. A licensed master or mate may serve as pilot of a coastwise seagoing vessel of not more than 1,600 GRT propelled by machinery and subject to inspection, provided the individual has completed four round trips over the route to be traversed, while in the wheelhouse as a watchstander or observer. At least one of the round trips must be made within hours of darkness if the route is to be traversed during non-daylight hours.
3. A credentialed mariner may serve as pilot of coastwise seagoing tank barges totaling not more than 10,000 GRT/GT carrying cargoes subject to the provisions of Title 46 U.S. Code (U.S.C.) Chapter 37, provided the individual:
 - a. Has 12 round trips over the route to be traversed as an observer or under instruction in the wheelhouse, three of which must be made during the hours of darkness if the route is to be traversed during non-daylight hours; and
 - b. Has at least six months service in the deck department on towing vessels engaged in towing operations.
4. In any instance when the qualifications of a person discharging the requirements for pilotage are questioned by the Coast Guard, the individual shall within a reasonable time provide the Coast Guard with documentation proving compliance with this Section.

F. ROUTE FAMILIARIZATION REQUIREMENTS

1. Explanation of Terms:
 - a. **Trip**: A trip is creditable if it passes from one end to the other over the route desired via an established channel. The applicant must be on the bridge and must assist in or observe the navigation and handling of the vessel throughout the trip, and must study the aids to navigation and hazards of the route.
 - b. **Round Trip**: A trip in both directions over the route desired.
 - c. **Hours of Darkness**: The period from half hour before sunset until half hour after sunrise. Reduced visibility (not during the period defined above) does not constitute darkness for qualifying nighttime trips. Sunrise/sunset for the district shall be as published by the U.S. Naval Observatory (https://aa.usno.navy.mil/data/RS_OneYear).

Any dispute between the applicant and REC Seattle regarding hours of darkness shall be referred to the OCMI for determination in accordance with 46 C.F.R. §11.705.

- d. **Observer**: An individual riding on a vessel for the purpose of becoming familiar with an FCP route.
- e. **Pilotage Routes** Designated areas for which FCP endorsements are issued within a particular Marine Inspection Zone. These waters are divided into main ship channel routes, terminal ports, lesser ports and routes, and ferry routes.

2. Documentation of Round Trips:

- a. An applicant holding no other deck officer endorsement seeking an FCP endorsement must furnish evidence of having completed a minimum number of round trips 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 pilothouse 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. An applicant who currently holds a deck officer license or MMC endorsement and seeking an FCP endorsement must furnish evidence of having completed the requisite number of round trips specified below.
- b. Properly documented trips using the Pilotage Trip Log Sheet in **Enclosure 2** is the most valid and objective method of evaluating total experience; therefore, they are the preferred method for submitting documentation. The information on the trip log sheet must be fully legible. It is recommended the master or pilot signing to certify trip experience print their name next to their signature. The attached blank trip log sheet should be duplicated and used for recording trips. Satisfactory documentary evidence of round trips **shall** at the minimum certify:

- (1) Name and gross tonnage of the vessel(s) upon which experience was obtained;
- (2) Dates the trips were made, when an observed vessel transit started and stopped with corresponding route locations, or when wheelhouse duty started and stopped with corresponding route locations;
- (3) Capacity in which the applicant served; and
- (4) Signature of master or pilot certifying the trip.

The use of prior edition route trip sheets to the one included in this packet may be used to document older trips. For documenting trips after **July 31, 2024**, mariners are strongly encouraged to use the trip sheet provided with this packet.

- c. Masters may document their own round trips for pilotage by submitting discharges and/or other acceptable proof of trips. This may be done only by the master of the vessel and is indicated by their signature. If the applicant is self-certifying trips as the master of the vessel, each of those trips **must** be supported by discharges, service verification letter from the vessel owner/operator or by copy of logbook or

ship's bell book. The accompanying pilot may sign trip sheets, in lieu of providing discharges or service verification.

- d. 25% of the required round trips must be made during the hours of darkness. This also applies to additional round trips, rounding up to the nearest whole trip. Failure to meet night trip requirements will result in the specified route being endorsed for daylight only. Areas with an * (asterisks) are deemed impracticable for trips during hours of darkness by the OCMI (see Pilotage Routes).
- e. To meet recency requirements at least one of the required round trips for the main ship channel / terminal port / lesser route or port / ferry route must have been within the six months immediately preceding the date of application.

Note: *Trip sheets are required for all routes and may include main ship channels, terminal ports and lesser ports and routes on the same sheet. If possible, each sheet should document trips into and out of a single port or waterway. A separate trip sheet must be completed for each ferry route.*

3. Original Credential/Initial Endorsement

Mariners holding unlimited tonnage licenses or meeting the service requirements for an original credential or initial endorsement require **15 round trips** for FCP endorsement. Of the 15 round trips:

- a. At least 10 **shall** be completed on vessels over 1,600 GRT, of which:
 - (1) At least six **shall** be completed on self-propelled vessels; and
 - (2) Up to four **may** be completed on tug and tow combinations over 1,600 GRT.
- b. The remaining five **may** be earned on any self-propelled vessel or tug and tow combination over 100 GRT.

Mariners with limited tonnage endorsements require 12 additional trips on vessels over 1,600 GRT for the initial endorsement/original route.

4. Subsequent Route Endorsement

Mariners holding unlimited tonnage licenses or meeting the service requirements, subsequent route endorsements, terminal ports or extension of a route, require **12 round trips**, unless otherwise specified. Of the 12 round trips:

- a. At least eight **shall** be completed on vessels over 1,600 GRT of which:
 - (1) At least five **shall** be completed on self-propelled vessels; and
 - (2) Up to three **may** be completed on tug and tow combinations over 1,600 GRT.
- b. The remaining four **may** be earned on any self-propelled vessel or tug and tow combination over 100 GRT.

5. Pilotage Routes

a. Main Ship Channels:

	Route	Description	Add'l Trips	Chartlet
A.	Strait of Juan De Fuca	<p>12 round trips of which:</p> <p>At least nine of the 12 shall transit the Traffic Separation Scheme (TSS) between the waters west of Green Point and either: The waters east of "SA" buoy <i>or</i> The waters north of a line between Davidson Rock and West Point (Whidbey Island).</p> <p>The remaining three shall either meet the above requirements or may: Transit the TSS east of Smith Island <i>or</i> Transit between Haro Strait and the waters east of "SA" buoy or waters west of Green Point.</p>	8 trips on vessel >1,600GRT	1 & 2
B.	Admiralty Inlet & Puget Sound	<p>12 round trips from "SA" buoy to "TC" buoy</p> <p>"SA" = Line from Point Partridge (Whidbey Island) to McCurdy Point (Quimper Peninsula) "TC" = Line from Browns Point to Neill Point (Vashon Island).</p>	8 trips on vessel >1,600GRT	3, 4, 5, & 7
C.	Possession Sound	<p>12 round trips between Possession Point to Port Gardner or Saratoga Passage in any combination thereof.</p> <p>Possession Point = a line from Possession Point to Picnic Point Saratoga Passage Line = Randall Point. (Whidbey Island) to Steamboat Flats Light</p>	8 trips on vessel >1,600GRT	5 & 17
D.	Rosario Strait	12 round trips following the TSS between a line drawn from Davison Rock (Lopez Island) and West Point (Whidbey Island) and Alden Bank.	8 trips on vessel >1,600GRT	11 & 12
E.	Haro Strait & Boundary Pass	12 round trips following the TSS between a line drawn from Discovery Island Light and Cattle Point Light to a line drawn from Alden Point (Patos Island) and Rosenfeld Rock Lighted Buoy (LLNR 19820).	8 trips on vessel >1,600GRT	11 & 24

F.	Rich Passage	12 round trips between a line drawn from Beans Point (Bainbridge Island) and Orchard Point <i>and</i> A line due South from Pt. Herron Light. <i>(Trips completed on ferries qualify for this route.)</i>	8 trips on vessel >1,600GRT	16
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- b. **Terminal Ports:** May be applied for after approval of the approaching main ship channel.

	Route	Description	Add'l Trips	Chartlet
A.	Port Angeles	12 round trips from main ship channel to anchorage or berth <i>(Trips completed to/from the pilot boarding ground shall qualify for this route.)</i>	8 trips on vessel >1,600GRT	19
B.	Anacortes	12 round trips from main ship channel to anchorage or terminal piers east of the Guemes Ferry crossing; of which nine shall be via Guemes Channel and three shall be via Saddlebag Channel <i>(If seeking an individual endorsement for either Guemes or Saddlebags, 12 round trips are required for route applying for, and endorsement will be limited to that channel.)</i>	8 trips on vessel >1,600GRT	14
C.	Bellingham	12 round trips to anchorage or to berth east of a line drawn from Carter Point to William Point; of which four round trips must be to the anchorage or to berth north of a line from Eliza Rock to Governor's Point; <i>approval of the adjacent main ship channel not required</i>	8 trips on vessel >1,600GRT	15
D.	Cherry Point / Ferndale	12 round trips from main ship channel to anchorage or terminal piers	8 trips on vessel >1,600GRT	11
E.	Everett	12 round trips from main ship channel to anchorage or terminal piers	8 trips on vessel >1,600GRT	17
F.	Seattle	12 round trips from main ship channel to anchorage or terminal piers	8 trips on vessel >1,600GRT	5
G.	Tacoma	12 round trips from main ship channel to anchorage or terminal piers; of which three round trips must be on the Blair Waterway on a vessel over 1,600 GRT <i>and</i> three round trips on the Hylebos Waterway on a vessel over 1,600 GRT. (combined tonnage is acceptable)	8 trips on vessel >1,600GRT 3 on Blair and 3 on Hylebos	8

H.	Olympia	Nine round trips from Dofflemeyer Point to terminal piers; of which five must be on a vessel over 1,600 GRT and four may be on a vessel of at least 40-feet; three round trips may be to anchorage; <i>three trips during hours of darkness required</i>	8 trips on vessel >1,600GRT	10
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- c. **Lesser Routes and Terminals:** The following channels, routes or ports have lesser round trip requirements and/or vessel size requirements. Applicants pursuing FCP endorsements for lesser routes and terminals must have approval or endorsement for a main ship channel or ferry route. Otherwise, the 15/12 round trip requirement shall be applied to these routes and terminals:

	Route	Description	Add'l Trips	Chartlet
A.	Alden Bank to Point Roberts*	Three round trips on a vessel of at least 40-feet	N/A	11
B.	Cattle Pass (Southern Entrance to San Juan Channel)*	Two round trips between Shark Point and a line drawn between Salmon Bank Lighted Gong Buoy 3 (LLNR 16365) and Iceberg Point on a vessel of at least 40-feet	N/A	24
D.	Bellingham Channel	Three round trips on vessels over 1,600 GRT between a line drawn from Reef to Kellys Point and a line drawn from Cone Island to Clark Point; <i>One trip during hours of darkness required</i>	3 round trips on vessel > 1,600 GRT	12/15
E.	Hood Canal*	Two round trips between Foul Weather Bluff to Hazel Point on a vessel of at least 40-feet	N/A	21
F.	Deception Pass*	Two round trips between Deception Island and Swinomish Channel South Entrance Light 1 (LLNR 19795) on a vessel of at least 40-feet	N/A	23
G.	Saratoga Passage*	Two round trips between Swinomish Channel South Entrance Light 1 (LLNR 19795) and a line drawn between Randall Point (Whidbey Island) to Steamboat Flats Light on a vessel of at least 40-feet	N/A	22
H.	Swinomish Channel*	Four round trips between Swinomish Channel South Entrance Light 1 (LLNR 18795) to Rainbow Bridge (La Conner) on a vessel of at least 40-feet <i>and</i> Two round trips between Swinomish Channel North Entrance Light 2 (LLNR	N/A	23

**Trips during hours of darkness deemed impracticable*

		19075) to Rainbow Bridge (La Conner) on a vessel of at least 40-feet		
I.	Lake Washington Ship Canal and Lake Washington*	Two round trips between Shilshole Bay to Webster Point, on a vessel of at least 40-feet <i>and</i> One round trip between Webster Point to Renton and Kenmore on a vessel of at least 20-feet	N/A	18
J.	Duwamish Waterway	Three round trips on the West Duwamish Waterway to the 1 st Avenue South Bridge on a vessel of at least 1,600 GRT (combined tonnage is also acceptable); <i>One trip during hours of darkness required</i> <i>and</i> One round trip between the 1 st Avenue South Bridge to the furthest turning basin on a vessel of at least 40-feet <i>and</i> Three round trips on the East Duwamish Waterway on a vessel of at least 1,600 GRT (one of the three round trips with combined tonnage is also acceptable); <i>One trip during hours of darkness required</i>	3 round trips on vessel > 1,600 GRT (both W. and E. Duwamish Routes)	6
K.	Colvos Passage	Three round trips; Two over 1,600 GRT and one on a vessel of a least 40-feet; <i>One trip during hours of darkness required</i>	3 round trips on vessel > 1,600 GRT	7
L.	Point Defiance to Dofflemeyer	Nine round trips; five over 1,600 GRT and four on a vessel of a least 40-feet; of which one round trip must be through Balch Pass. <i>Three trips during hours of darkness required.</i>	5 round trips on vessel > 1,600 GRT	9

d. Ferry Routes:

	Route	Description		Chartlet
A.	San Juan Islands	12 round trips into Anacortes WSF Terminal 12 round trips into Friday Harbor Terminal Six round trips into Lopez Island Terminal Six round trips into Shaw Island Terminal Six round trips into Orcas Island Terminal Six round trips through Upright Channel Six round trips through Cayou Channel Six round trips through Wasp Passage*	8 trips- 8 trips- 6 trips- 6 trips- 6 trips- 6 trips- 6 trips- 6 trips- 6 trips- On vessel >1,600GRT	12 & 24

**Trips during hours of darkness deemed impracticable*

		Six round trips in Spieden Channel on a vessel of at least 40-feet; only with completion of all other S.J.I. ferry routes. (Trip sheets must indicate channel traversed)	N/A	
B.	Port Townsend-Coupeville (Keystone)	12 round trips	8 trips on vessel >1,600GRT	3
C.	Mukilteo-Clinton	12 round trips	8 trips on vessel >1,600GRT	17
D.	Edmonds-Kingston	12 round trips	8 trips on vessel >1,600GRT	4
E.	Seattle-Bainbridge Island	12 round trips	8 trips on vessel >1,600GRT	5
F.	Seattle-Bremerton	12 round trips	8 trips on vessel >1,600GRT	5 & 16
G.	Fauntleroy-Vashon-Southworth	12 round trips	8 trips on vessel >1,600GRT	7
H.	Point Defiance-Tahlequah	12 round trips	8 trips on vessel >1,600GRT	7
I.	Port Angeles - Victoria	12 round trips (not required for all Puget Sound and connecting waters endorsement)	8 trips on vessel >1,600GRT	1 & 19

Note: *Interconnecting ferry routes: an applicant may qualify for an interconnecting ferry route with 3 round trips between any ferry route(s) for which the applicant is licensed or approved. This endorsement authorizes a person to serve as a pilot on main ship channels while moving a ferry from one terminal to another without passengers or cargo.*

For the interconnecting route between Point Defiance and Alki Point, one round trip may be via Colvos Passage while two round trips must be via East Passage.

All Puget Sound and Connecting Inland Waters endorsement:

After completing the requirements for all the above routes, including ferry routes, the pilotage endorsement will read as follows:

“First Class Pilot of Vessels of Unlimited Tonnage Upon Puget Sound and All Connecting Inland Waters, Including The Waters of Haro Strait, Boundary Pass and Strait of Georgia.”

G. EXAMINATION REQUIREMENTS

1. After Approval to Test from the National Maritime Center and once taking the pilotage examinations, each route will be corrected and graded to the following publications:
 - (1) Coast Pilot 10 (previously Coast Pilot 7)
 - (2) Light List, Volume VI
 - (3) Charts of the route to be tested
 - (4) Local Notice to Mariners
 - (5) VTIS User Manual
 - (6) Puget Sound Harbor Safety Committee Standards of Care
2. An applicant for an original license or MMC endorsement as FCP, that does not possess a U.S. Coast Guard license as master or mate of a vessel more than 1,600 GRT, 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%

3. An applicant for an original license or MMC endorsement as First Class Pilot within Puget Sound, must complete:

SECTION	SUBJECT MATTER	PASSING SCORE
(I)	Winds & Weather	90%
(II)	VTIS User Manual (open book)	90%

4. An applicant for each route for a FCP endorsement is required to pass the following examinations:

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

Current Pilotage Routes and Charts

REGIONAL EXAM CENTER SEATTLE

Main Ship Channels and Terminal Ports	Chart Reference	Charlet
Strait of Juan De Fuca (West) / Angeles Point / New Dungeness	18465	1
Strait of Juan De Fuca (East) / New Dungeness / Point Wilson	18465 / 18421 / 18441	2
Admiralty Inlet / Point Wilson / Point No Point	18441	3
North Puget Sound / Point No Point / West Point	18441	4
Central Puget Sound / West Point / Alki Point	18449	5
Seattle Terminal Port	18449	5
East and West Duwamish Waterway	18450	6
South Puget Sound / Blake Island / Point Defiance / Colvos Passage	18448	7
Tacoma Terminal Port	18453	8
Blair and Hylebos Waterway	18453	8
Lower Puget Sound / Point Defiance / Dofflemeyer Point	18448	9
Olympia Terminal Port	18456	10
Strait of Georgia / Point Roberts / Alden Bank	18421	11
Blaine Terminal Port	18421	11
Cherry Point / Ferndale Terminal Port	18421	11
Rosario Strait / Clark Island / Boulder Island / NE tip Obstruction Island	18421	12
Anacortes Terminal Port	18427	14
Bellingham Terminal Port	18424	15
Everett Terminal Port	18443	17
Port Angeles Terminal Port	18468	19
Haro Strait	18421	24
Ferry Routes	Chart Reference	
Point Wilson-Shannon Interconnecting	18441	2
Port Townsend-Keystone	18441	3
Edmonds-Kingston	18441	4
Seattle-Bainbridge Island	18449	5
Fauntleroy-Vashon-Southworth	18448	7
Point Defiance-Tahlequah	18448	7
San Juan Island (Rosario Strait)	18421	12
Seattle-Bremerton (Requires #5)	18449	16
Mukilteo-Clinton	18443	17
San Juan Island (Friday Harbor)	18421	24
San Juan Island (Spieden Channel)	18421	24
Other Routes	Chart Reference	
Lake Washington Ship Canal (West)	18447	18-A
Lake Washington Ship Canal (East)	18447	18-B
Lake Washington (North)	18447	18-C
Lake Washington (South)	18447	18-D
Hood Canal (North)	18441	21
Saratoga Passage	18441	22
Swinomish Channel	18427	23
Deception Pass	18427	23

PILOT EXAMINATION

INSTRUCTIONS for ROUTE DESCRIPTIONS

1. Route descriptions must be completed in one sitting. Maximum allowable time is 3.5 hours during the morning and afternoon sessions. Routes for the first pilotage endorsement to your Merchant Mariner Credential may be reviewed with you upon request. Areas of improvement will be discussed in detail.
2. The following information must be on your route description along with your name, mariner reference number, date, chart number, chartlet number and chartlet name.
 - A. Tides and currents (to include directions, speeds, high and low tides).
 - B. Traffic, including cross traffic, directions and types of vessels.
 - C. Vessel traffic system in effect (what's in place, participants, check points, VHF frequencies and information passed).
 - D. Special harbor rules and navigational customs observed in the area.
 - E. Fully detailed description of anchorage's (sizes, descriptions, moorings available, buoys, depths and types of bottoms).
 - F. Restricted areas. (Give all details concerning area.)
 - G. Prominent geographic features and man-made structures. Start with the northernmost geographic feature. Work your way south in a bullet form. Example: "Sandy point rises in a .5 mile to over 300 ft." Or "Spokane Street Bridge over 150 ft. high."
 - H. Automatic failure will result if you fail to make an honest effort in any category or use of any visual material. It is recommended that you be fully prepared to pass the route description your first time.

ROUTE DESCRIPTION GRADE SHEET (90% TO PASS)

Name: _____ Chart #: _____ SAT/UNSAT _____ %
Date Completed: _____ Chartlet #: _____
Date Graded: _____ Area Name: _____
SSN: _____

Routes 11, 12, 24

- | | | | | |
|---|----|-------|----|-------|
| A. Tides and Currents | 15 | _____ | 13 | _____ |
| - Special information on those currents which adversely affect navigation. | | | | |
| B. Traffic- Including cross traffic VTS lanes, ferry, private, etc. | 15 | _____ | 13 | _____ |
| C. Vessel Traffic System and its application to chartlet check points, VHF frequencies, etc. | | | 13 | _____ |
| D. Special harbor rules and navigational customs | 15 | _____ | 13 | _____ |
| - Speed limits, bridge signals, times of opening and closing of bridges, etc. | | | | |
| E. Description of anchorages | 15 | _____ | 13 | _____ |
| - Location, type of bottom, depth, etc. | | | | |
| F. Restricted Areas | 15 | _____ | 13 | _____ |
| - Type of restriction such as who to get permission from for entry, signals used, etc. | | | | |
| G. Prominent geographic features (i.e. Magnolia Bluff is a white colored bluff overlooking Elliot Bay on the northern side) and manmade structures (i.e. fuel tanks, towers, etc.) | 25 | _____ | 22 | _____ |

Total incorrect _____

Note: Subtracted total incorrect from 100 to obtain score.

PILOT EXAMINATION

INSTRUCTIONS FOR CHART SKETCHES

1. Chart sketches must be completed in one sitting. Maximum allowable time is 3.5 hours during the morning session from 0800 to 1130 and during the afternoon session from 1230 to 1600.
2. Complete the blank chartlet(s) in the following manner:
 - A. Print the Port, Date, and your Name in a clear space near the chart legend.
 - B. Indicate the magnetic variation, the year computed, and the annual change; also magnetic north.
 - C. Indicate whether soundings are in feet or fathoms.
 - D. Chartlet shall show the names of geographic features including bodies of water.
 - E. Mark each aid to navigation in its present charted location using standard chart symbols (private aid “lights” with nominal ranges less than 3 miles may be omitted). Alongside each aid show its name, light characteristics (and sound characteristic, if applicable). Mark any obscure or danger zones with solid red lines. Height above water, appearance of daymark, true bearings of ranges, obscured or colored sectors, depth of water and other pertinent information.
 - F. Indicate significant, prudent courses and reaches in degrees true and indicate distances and bearings to aids or landmarks at course change positions.
 - G. Mark water depths along your trackline and at approximately two-inch intervals over the entire area of the chartlet.
 - H. The chartlet shall show shoals, prominent landmarks, mud flats and other navigational hazards as well as possible havens enroute and good anchorages along with bottom characteristics.
 - I. Indicate all cable areas and vessel traffic lanes in broken purple lines and show general anchorage areas, restricted areas, disposal areas in black lines. Indicate all bridges over waterways and give their appropriate clearance.
 - J. Color all drying sands exposed at MLLW in light green and water depths of less than 10 fathoms in light blue.
 - K. Color the outline of the shore in yellow. Mark prominent bluffs or cliffs with black hatchings. Indicate all high land areas (over 250') in light brown or grey.
 - L. Indicate all established ferry crossings by green lines.

CHART SKETCH GRADE SHEET

NAME: _____ REF #: _____

ROUTE: _____ CHART NO. _____

CHART SKETCH (90% TO PASS)

- | | | |
|--|----|--|
| 1. True and magnetic north | 2 | |
| 2. Variation and annual change, with date? | 2 | |
| 3. Geographic names (LAND AND WATER) | 2 | |
| 4. Courses and turning points of ALL main channels & ferry routes, to include turn bearings and ranges. | 8 | |
| 5. Water depths at two inch intervals minimum. | 5 | |
| 6. Are soundings in feet or fathoms? | 2 | |
| 7. 10 fathom curve DETAILED in LT. BLUE ? | 2 | |
| 8. Shade areas that are bare at Mean Low Low Water in GREEN | 2 | |
| 9. Shade LOW land masses in YELLOW | 1 | |
| 10. Shade HIGH land areas in LT. BROWN | 2 | |
| 11. CABLE CROSSING AREAS in broken PURPLE lines | 2 | |
| 12. RESTRICTED AREAS in BLACK lines | 2 | |
| 13. ANCHORAGES in BLACK lines with bottom type | 2 | |
| 14. DISPOSAL AREAS in BLACK lines. | 2 | |
| 15. VESSEL TRAFFIC SYSTEM LANES | 10 | |
| 16. AIDS TO NAVIGATION (Note 1) | 50 | |
| 17. Obscured areas on AtoN in SOLID RED LINES | 4 | |

NOTE 1: Each aid is worth 50 points divided by the total number of aids. 25 points credit is given for positioning.

(Colored sectors, and obscured sectors to be marked with **SOLID RED LINES**)

**PILOT CERTIFICATION OF
ROUND TRIP EXPERIENCE**

This is to certify that (Name) _____ has made the following round trips over the route described below as (circle one) Master / Mate / Observer / quartermaster / able seaman / wheelsman during which time they were on the bridge of the vessel(s) and observed the aids to navigation and practical knowledge on the described route.

Description of route applying for (be specific), Example: Main ship channels Point Defiance to Angeles Point; Ferry route Seattle – Bremerton, etc. One (1) route per trip sheet.

For all pilotage routes except ferry routes between terminals, use specific (major) geographic locations to define the route applying for i.e., Main ship channels and interconnecting ferry routes Alki Point to Point Wilson, Angeles Point to Edwards Point. Dolphin to Randall Point etc. Terminal ports Rosario Strait to Anacortes terminal pier or anchorage, main ship channel via possession sound to Everett terminal pier or anchorage, etc.

DEPART TERMINAL OR GEOGRAPHIC LOCATION	DEPT TIME	ARRIVE TERMINAL OR GEOGRPHIC LOCATION	ARR TIME	DATE	VESSEL NAME	GROSS TONS	MASTER OR PILOT SIGNATURE

SIGNATURE OF APPLICANT

