THE STATE of ALASKA
GOVERNOR BILL WALKER

Department of Commerce, Community, and Economic Development
BOARD OF MARINE PILOTS

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DRAFT MEETING MINUTES
October 18-19, 2017

AVTEC CAMPUS,
ALASKA CULINARY ACADEMY BANQUET CONFERENCE ROOM
518 THIRD AVE., SEWARD

These draft minutes have been prepared by the staff of the Division of Corporations, Business and Professional Licensing. They have not been reviewed or approved by the Alaska Board of Marine Pilots.

By authority of AS 08.01.070(2), AS 08.62.030 and in compliance with the provisions of AS 44.62, Article 6, a scheduled meeting of the Board of Marine Pilots was held.

Item 1. Roll call/Call to order

Marine Pilot Coordinator Charles Ward called the roll at 1006.

Board members present: Commissioner Chris Hladick, Capt. David Arzt, Mr. Richard Erickson, Ms. Peggy McLauglin, Mr. Tom Rueter and Capt. Ronald Ward.

A quorum was present.

Marine Pilot Coordinator Charles Ward was in attendance and recorded minutes.

Capts. Michael O'Hara, Peter Garay and Vincent Tillion and Jenni Zielenski representing Southwest Alaska Pilots Association (SWAPA); Capts. Paul Merrill, Kathleen Flury, Tomi Marsh and Jeff Baken representing Southeast Alaska Pilots Association (SEAPA); Capt. Bill Gillespie representing Alaska Marine Pilots (AMP); Robert Chadwell and Terry Federer representing Alaska Vocational Technical Center (AVTEC); Lt. Bart Buesseler representing National Oceanic and Atmospheric Administration (NOAA); Mike Tibbles representing Alaska Steamship Association (ASA); Ron Hildebrandt representing Trident Seafoods; and Paul Axelson representing North Pacific Maritime, Inc. (NPMI) were in attendance. There was no participation via teleconference.

Item 2. Review Agenda

Charles Ward said SEAPA and SWAPA had requested to divide their time at the simulator on 18 October, instead of SWAPA being the sole pilot organization on that day. Charles Ward said Baken would present the simulator activities on SEAPA's behalf, instead of Merrill. Charles Ward said there would be no financial report, as the fourth quarter financials and end-of-year reports were still being finalized. There was no objection to the proposed changes to the agenda.

There were no recusals or declarations.

Item 3. Review and approve minutes

Ronald Ward moved to approve the minutes of the 13 June teleconference. Rueter seconded. There was no discussion. Motion passed unanimously.

Item 4. Public comment

Buessler introduced himself and said he looked forward to working with members of the industry and others as NOAA worked to keep Alaska navigational charts up to date. Said he had already been in communication with some entities, including SEAPA, regarding chart updates.

Item 5. Deputy Marine Pilot upgrade application

Arzt moved to approve the upgrade the tonnage limit on the license of Deputy Marine Pilot Keith Austin from 65,000 gross tons to 90,000 gross tons. Ronald Ward seconded. There was no discussion. Motion passed unanimously.

Item 6. Correspondence

Charles Ward presented a letter and supporting materials from SWAPA regarding its concerns about conditions at the Port of Anchorage (POA).

- Hladick said efforts to improve conditions at POA had been going on for quite a while.
- Ronald Ward said they had been going on since at least 2004.
- Rueter said it was concerning to have a cruise ship approach the dock at POA and watch the dock fall apart on approach.
- Hladick said he knew the mayor of Anchorage was looking for funding to upgrade and repair POA.

Charles Ward presented a letter from Commissioner Andrew Mack announcing Mack's resignation from the Board of Marine Pilots, effective 6 October 2017.

- Hladick said Shirley Marquardt from the Office of Boards and Commissions was looking for Mack's replacement. Asked which other seats on the Board would be opening soon.
- Charles Ward said McLaughlin's seat was up in March, and she was eligible for reappointment. Said Erickson's seat was also up in March, and he was not eligible for reappointment, as he was term limited.
- Hladick said his seat would be open as of 1 November, as he had accepted appointment as the EPA Administrator for Region 10.
- Ronald Ward congratulated Hladick on his new position.
- Hladick said he enjoyed working with the Board of Marine Pilots. Said he is on about 20 different boards, and the Board of Marine Pilots was one of his favorites.

Charles Ward presented an email from Alaska Airlines regarding its updated no-show policy.

- Hladick asked what the previous policy had been.
- Charles Ward said he did not know, but that the new policy did not seem to be a drastic change.

- Artz said the change seemed to be related to receipt of credit based on when the cancellation was made.
- Charles Ward said he appreciated travel can be a headache, and he shared those concerns on occasion, but noted it was important to work either through him or the travel desk if there needed to be a change in travel dates.

Item 7. Board actions – 1 June 2017 through 30 September 2017

Date	Motion	Voting Tabulation	Action
9 June 2017	Approve training pilot endorsement for Garrett Johnson	Erickson (Y), Ward (Y), Arzt (Y), Hladick (Y).	Approved 4-0.
16 June 2017	Approve FPC Exemption application for ELISA	Ward (N), Arzt (Y), Erickson (Y), Rueter (Y), Hladick (Y), McLaughlin (Y).	Approved 5-1.
12 June 2017	Approve tonnage upgrade to 90K GT for Gary Palmer	Hladick (Y), Ward (Y), Erickson (Y), Arzt (Y), McLaughlin (Y)	Approved 5-0.
20 June 2017	Approve FPC Exemption application for CHASING DAYLIGHT	Ward (Y), Arzt (Y), Hladick (Y), Erickson (Y).	Approved 4-0.
20 June 2017	Approve FPC Exemption application for LACEY KAY	Ward (Y), Arzt (Y), Hladick (Y), Erickson (Y), McLaughlin (Y).	Approved 5-0.
21 June 2017	Approve FPC Exemption application for ANTARES	Erickson (Y), Ward (Y), Hladick (Y), Arzt (Y).	Approved 4-0.
27 June 2017	Approve FPC Exemption application for GEORGIA	Hladick (Y), Arzt (Y), Mack (Y), Ward (Y), McLaughlin (Y), Erickson (Y).	Approved 6-0.
30 June 2017	Approve FPC Exemption application for ITASCA	Erickson (Y), McLaughlin (Y), Hladick (Y), Ward (Y), Arzt (Y), Rueter (Y).	Approved 6-0.
6 July 2017	Approve FPC Exemption application for ASGARD	Arzt (Y), Hladick (Y), Ward (Y), Erickson	Approved 4-0.
7 July 2017	Approve FPC Exemption application for BIG EAGLE	Ward (Y), Hladick (Y), Erickson, Arzt (Y),	Approved 4-0
14 July 2017	Approve training pilot endorsement for Douglas Sturm	Ward (Y), Erickson (Y), Arzt (Y), Hladick (Y).	Approved 4-0.
25 July 2017	Approve FPC Exemption application for SEPTIMUS	Hladick (Y), Ward (Y), Erickson (Y), Arzt (Y).	Approved 4-0.
25 July 2017	Approve FPC Exemption application for ENDLESS SUMMER	Erickson (Y), Ward (Y), Arzt (Y), Hladick (Y).	Approved 4-0.
4 AUG 2017	Approve FPC Exemption application for AMMONITE	Erickson (Y), Hladick (Y), Ward (Y), Arzt (Y).	Approved 4-0.
11 AUG 2017	Remove Tracy Arm exclusion from Mark Lundamo's license	Arzt (Y), Ward (Y), Hladick (Y), Rueter (Y), Erickson (Y), McLaughlin (Y).	Approved 6-0.

Item 8. Rate filings

Charles Ward said SEAPA had filed an amendment to one of its rate filings for 2018 since the Board packet had been published, and provided copies to the Board members. Said this was an informational item, since there was no request for the Board to take action on the proposed rates.

Hladick said the final decision was with the pilot associations.

Charles Ward said that there was a statutory time frame for filing objections to the rates proposed by the associations, and the hope was the associations and objectors could come to an agreement should an objection be filed. Said if they can't come to an agreement, there would be a hearing in front of the Board, but that would happen, if at all, down the road.

Artz said he believed the time for filing an objection was 60 days after the filing, with a response due in 45 days.

Charles Ward said they were laid out in statute and most interested parties were aware of the timelines.

Item 9. Investigative report

Charles Ward said there were three investigations still open. Said two of those investigations were with the Office of Special Prosecutions. Said one investigation was still ongoing. Said two intakes had been opened and closed since the last Board meeting, and one other was open at the last Board meeting, but had now been closed.

Hladick asked how an investigation was referred to the Office of Special Prosecutions.

Charles Ward said there were certain violations that require a misdemeanor conviction for the Board to take action on. Said charges had been filed in one of the cases, and that charges had not been filed in another.

Hladick asked if there was policy guidance for referring cases to the Office of Special Prosecutions.

Charles Ward said the Board had previously requested one of the matters be referred to the Office of Special Prosecutions. Said the other case had a similar fact pattern, and the Division had referred that matter to the Office of Special Prosecutions.

Item 10. Regulation status report

Charles Ward said the regulations approved by the Board at its 13 June teleconference had been approved by the Lt. Governor's Office and had gone into effect.

Charles Ward said the Board had tasked him to draft regulatory language to increase the initial tonnage level of a deputy marine pilot from 25,000 gross tons to 50,000 gross tons. Said he had worked with the Division's Regulatory Specialist to draft that language. Said he'd hoped the Board could have approved the language through a mail ballot, but that after consulting with the Regulations Specialist and others in the Division, best practice was to approve the language on the record at a Board meeting. Said if the Board approved the language at the meeting, it could go out for public comment and that comment could be back in time for the January meeting, or an earlier teleconference if the Board wanted to hold such a meeting. Said the proposed regulation would increase the initial tonnage of a deputy marine pilot license from 25,000 gross tons to 50,000 gross tons, and would increase the tonnage limits of any deputies that held a 25,000-gross-ton license to 50,000 gross tons as of the effective date of the regulation.

Ronald Ward said he believed the proposed change came from SEAPA, and that SEAPA's initial licensees did not have any vessels small enough for them to pilot. Said SWAPA did not have an issue with changing the regulation, but that SWAPA would keep its initial licensees at 25,000 gross tons through its training requirements.

Ronald Ward moved the following language be submitted for public comment:

12 AAC 56.011(a)(1) is amended to read:
(1) deputy marine pilot license – to pilot vessels of not more than <u>50,000</u> [25,000] gross tons in the region for which the license is issued and limited to the geographical areas in that region for which the deputy marine pilot holds the required license endorsements;

12 AAC 56.011 is amended by adding a new subsection to read:
(e) On ____/____/_____, *{fill in effective date of regulation}* a deputy marine pilot who holds a less than 50,000 gross tons endorsement will be considered to hold a not more than 50,000 gross tons endorsement. The department will issue a new license to a deputy marine pilot that has a change in endorsement under this section reflecting the new endorsement. (Eff. 7/26/90, Register 115; am 10/2/93, Register 127; am 6/16/96, Register 138; am 3/21/99, Register 149; am 10/25/2002, Register 164; am 5/26/2007, Register 182; am 1/29/2009, Register 189; am ____/____/_____, Register _____)

Rueter seconded.

Erickson said the language would change the regulation, then asked if SWAPA and AMP would keep the current 25,000-gross-ton limit.

Ronald Ward said SWAPA would address the initial limits for its deputy pilots in its in-house training requirements. Said deputy pilots in SWAPA would not be on 50,000-gross-ton vessels until they had made required docking and undockings on 25,000-gross-ton vessels.

Erickson asked if the initial licenses for SWAPA deputy pilots would be 50,000-gross-ton licenses.

Ronald Ward said they would have a 50,000-gross-ton license, but initial deputies wouldn't be dispatched to 50,000-gross-ton vessels until they had met the in-house training requirements.

Artz said AMP had not weighed in on how its deputy pilots would be dispatched. Said he did not believe AMP had any objections, but he would ask AMP to speak to that.

Charles Ward said if AMP or anyone else had any objection, it could be raised through the public comment process.

The motion passed unanimously.

<u>Item 11. Pilot organization reports</u>

<u>SEAPA</u>

Flury said SEAPA had 43 pilots plus two deputy pilots; one deputy with a 90,000-gross-ton license and one with a 25,000-gross-ton license. Said SEAPA anticipated the 90,000-gross-ton license would be ready to upgrade to an unlimited license in a year and the 25,000-gross-ton license would be ready to upgrade to 65,000 gross tons in spring of 2018. Said SEAPA took in seven new trainees in the fall of 2017 to bring its total trainee count to 17. Said SEAPA anticipated six trainees would be applying for deputy licenses in 2019.

Flury said SEAPA anticipated larger vessels coming to Southeast, beginning in 2018. Said the Norwegian Bliss was scheduled to come to Southeast that year, with two others – the Royal Princess and the Quantum of the Seas – arriving in Southeast in 2019. Said SEAPA had put together a Very Large Cruise Ship Committee to evaluate those vessels and assist in developing port regulations. Said Baken would be elaborating on the VLCS Committee later at the meeting and in the simulator.

Flury said SEAPA was proposing two changes to its bylaws. Said the first would allow a pilot to transition from working a full schedule to a modified schedule prior to retirement. Said the second would allow for SEAPA to vote electronically.

Baken discussed the work of the VLCS Committee. Said three VLCSes were scheduled to come to Southeast in the next two years.

Erickson said Quantum of the Seas had not officially announced arrival in Southeast for 2019. Said the discussions regarding bringing the Quantum of the Seas to Southeast were in the early stages. Said there was concern about the abilities of docks in Juneau and Skagway to be able to accommodate the vessels. Said the ships were getting bigger, and there would be challenges to being able to accommodate the VLCSes. Said it was a good problem to have, as it shows industry is growing. Said the Norwegian Bliss was confirmed for 2018.

Baken said he'd spoken with a representative of Royal Caribbean who said the VLCSes were coming, and Alaska should be prepared.

Erickson said the state needed to be able to accommodate the ships before they began arriving, particularly in Southeast ports and at the Port of Seward.

Baken said the Royal Princess was 1,083 feet long. Said the Norwegian Bliss was 1,100 feet long. Said the Quantum of the Seas was 1,142 feet long. Said ships had gradually been increasing in size, so these larger ships should not be a surprise.

Artz asked how many docks could accommodate these ships.

Erickson said Ketchikan, Juneau and Skagway each had one dock that could accommodate VLCSes. Said there would need to be some infrastructure improvements. Said Juneau now had three floating docks, Skagway had a floating component and Ketchikan had two docks with floating components. Said floating components needed to be a consideration of any future infrastructure plans. Said another challenge was getting gangways from the floating docks to the larger ships.

Baken said the ships would be looking to run three or four gangways each.

Erickson agreed. Said the Norwegian Bliss would have a passenger capacity of 4,400 passengers distributed along 100-foot-long gangways. Said moving that many people in a short period of time would require three or four gangways to move people on and off in a timely manner.

Baken said the Committee defined a VLCS as any cruise ship equal to or greater than 120,000 gross tons or more than 1,000 feet long. Said he had recently been on a VLCS and been given access to see and maneuver the VLCS. Said ship height was a particular concern, particularly when wind hit the side of the ship. Said the Norwegian Bliss had 15,000 square meters of sail area, roughly equal to a 14,000-TEU container ship, with a beam width of about 180 feet. Said he had been reassured during his week on a VLCS about its maneuverability. Said the VLCS had 59,000 horsepower at sea and 27,000 horsepower in maneuvering mode. Said that horsepower, combined with azipods and a 15,000-horsepower beam thruster, made for good maneuverability. Said he observed one undocking with 25 knots of wind on the beam, and the ship had plenty of power to undock. Said the Royal Princess had significantly less power

than the VLCS he had been on, and so there was some concern about that. Said there was also concern about the swept path of a VLCS. Discussed a simulated passage through California and Idaho rocks near Ketchikan. Said the width of that passage was 150 meters, and the swept path of the simulated VLCS was 55 meters, leaving 47.5 meters on each side of the VLCS for maneuvering. Said with a 10-degree course change, the effective beam width left only 20 meters of room per side. Said the committee would be conducting simulations in Seattle with Norwegian Cruise Lines. Said the goal was to determine when mishaps would begin to occur. Said simulation would run a VLCS through its paces under various wind conditions. Said the goal was to come up with guidelines for safe operations. Said a primary concern of the VLCS Committee was lack of pilot visibility on the bridge. Said since the Norwegian Bliss' bridge was still being built, Norwegian Cruise Lines had been receptive to the Committee's concerns. Said some of Norwegian Cruise Lines' captains were OK with the current bridge design, but others that were "pilot friendly" expressed concerns.

Arzt asked if there had been a human study done regarding the bridge design.

Baken said there had been other concerns expressed about the bridge design unrelated to pilotage that may create opportunities for changes.

Erickson asked in the simulator at AVTEC had the approach to Ketchikan built in.

Baken said it did.

Erickson asked if the simulator could model the Norwegian Bliss going eastbound through Tongass Narrows to Dock No. 3, then turning around for departure.

Baken said the simulator could model the Quantum of the Seas, which was close to the Norwegian Bliss' approach and departure.

Erickson said he would like to see the simulation, given the Bliss' likely schedule in Ketchikan.

Flury asked the Board to approve SEAPA's proposed changes to articles II and III of its bylaws.

Ronald Ward moved the Board approve the proposed changes to articles II and III of its bylaws (please see Appendix A). Arzt seconded. There was no discussion. The motion passed unanimously.

SWAPA

Zielenksi said SWAPA had 15 marine pilots, all with VLCC endorsements. Said SWAPA had three deputy pilots, two with a 90,000-gross-ton license and one with a 65,000-gross-ton license. Said the deputy with the 65,000-gross-ton license would soon apply to upgrade her license to 90,000 gross tons. Said SWAPA had five members in its training program, two on maneuvers and three observers.

Zielenski presented proposed changes to SWAPA's training program. Said most changes were minor spelling and grammar revisions. Said the changes incorporated simulated ice dockings at Nikiski as now permitted by regulation. Said the revisions changed the required winter dockings and undockings at Nikiski from two each to four each to mirror state regulations. Said the definition of ice conditions had been changed. Said SWAPA had submitted a letter showing the proposed simulated ice dockings and undockings.

Ronald Ward asked how SWAPA would address the proposed change in maximum gross tonnage permitted for a newly licensed deputy marine pilot.

Zielenski said current in-house requirements would keep newly licensed deputies from piloting larger vessels until they had completed requirements at a lower tonnage level.

Ronald Ward asked if initial licensure in the SWAPA training program would remain at 25,000 gross tons.

Zielenski said that was correct.

O'Hara said the regulation change would not affect the way it does business at all.

Rueter asked if the current trainee level was adequate for the foreseeable future.

Zielenski said SWAPA believed it was. Said SWAPA was always assessing manpower needs for the future.

Ronald Ward moved the Board approve SWAPA's ice simulation program (please see Appendix B). Rueter seconded. There was no discussion. Motion passed unanimously.

Arzt moved the Board approve SWAPA's training program (please see Appendix C). Ronald Ward seconded. There was no discussion. Motion approved unanimously.

AMP

Gillespie said AMP had no report.

Ronald Ward asked how many trainees AMP had.

Gillespie said AMP had one hands-on trainee who was near the end of his program. Said AMP had two observers.

Rueter asked if Gillespie believed AMP's current membership and trainee level was adequate for the foreseeable future.

Gillespie said it was.

Hladick asked if there was increased traffic.

Gillespie said there was. Said they had enough pilots on standby to cover unusual circumstances.

Gillespie said AMP could would with the proposed increase in initial licensure limits to 50,000 gross tons. Said it would not affect how AMP did business.

Miscellaneous

Rueter asked if SEAPA had enough pilots and trainees to cover any upcoming changes in traffic.

Flury said it did. Said SEAPA had another trainee test upcoming.

O'Hara said it was becoming harder and harder to attract pilots everywhere, not just in Alaska.

Arzt said it was difficult for industry to project traffic from year to year, which made it harder for pilot organizations to make projections. Said all three pilot regions had always been able to meet dispatch needs.

Item 12. Other business

Charles Ward said the Board needed to set its next meeting date, time and location.

Charles Ward said Board leadership roles were on the agenda, but that, given recent announcements, the Board might want to hold off on making those decisions.

Charles Ward said the next meeting of the Board had traditionally been in January.

Ronald Ward said the January meeting was usually in Anchorage.

Charles Ward said he had a conflict during the last week of January, but understood his schedule was not the Board's criteria.

After a general discussion, the Board's consensus was to meet 17 January 2018 in Anchorage.

Rueter asked if the Board could set a tentative date for the April 2018 meeting.

Charles Ward asked if the Board could avoid the last week of April.

After a general discussion, the Board's consensus was to meet 18 April 2018 in Juneau.

Federer provided directions to the simulator.

Ronald Ward moved for a break. Hladick called for a break at 1114.

Item 13. Simulator

SWAPA

Ronald Ward, Garay, Tillion and O'Hara performed six simulated transits and moorings at Kodiak, Valdez Narrows, Valdez Berth No. 4, Anchorage and Nikiski. Ice conditions were simulated in Anchorage and Nikiski.

SEAPA

Baken simulated potential problems with swept path on the VLCS Quantum of the Seas.

Erickson requested Baken and Marsh demonstrate an arrival and departure of the VLCS Quantum of the Seas at Ketchikan's Berth 3.

AMP

Gillespie performed a simulated undocking of a container ship from the APL Dock in Dutch Harbor under high wind conditions. Arzt performed training simulations with trainees Wes Kuhns and Nick Garay of container ship dockings while dredging anchors at the UMC Dock at Dutch Harbor and tug assisted dockings to the T-1 Berth at Dutch Harbor.

Respectfully submitted:

_____ Date: _____

Charles Ward
Marine Pilot Coordinator

_____ Date: _____

Chairperson

DRAFT

Appendix A

SOUTHEAST ALASKA PILOTS' ASSOCIATION
BYLAWS

ARTICLE I. IDENTIFICATION

Section 1. Name.

The name of the Association is SOUTHEAST ALASKA PILOTS' ASSOCIATION, (hereafter "Association").

Section 2. Office.

The principal office of the Association is in Ketchikan, Alaska, with a mailing address as follows:

1621 Tongass Avenue, Suite 300 Ketchikan, Alaska 99901

The Association may have such other offices as from time to time are designated by its members or its Board of Directors.

Section 3. Agent for Process.

The agent for service of process upon the Association shall be as follows:

Southeast Alaska Pilots' Association
1621 Tongass Avenue, Suite 300
Ketchikan, Alaska 99901

Section 4. Purpose.

The purpose of this Association shall be to consider and deal by all lawful means with common problems involved in promoting and advancing the profession of pilotage; to advance the cause of safety and general welfare of professional pilots within Southeast Alaska; and to secure cooperative action in advancing common purposes of the members of the Association.

Section 5. Area of Operations.

The Southeast Alaska Marine Pilotage Region, Region One, extends from Dixon Entrance to Cape Spencer including Yakutat as established by the Alaska Board of Marine Pilots (hereafter "BMP").

Section 6. Operating Schedule.

The Association will provide year round 24 hour per day dispatch of pilots within Pilotage Region One to the extent reasonably possible given the size of the Association's membership and its agreements with masters, owners, operators, or agents of masters, owners or operators of a vessel as authorized by the Alaska Marine Pilotage Act AS 08.62 (hereafter "Act").

Section 7. Fiscal Year.

The fiscal year of the Association shall begin on the 1st day of January of each year, and end on the 31st day of December in the same year.

Section 8. Recognition of State Law.

The Association agrees to fully comply with all the standards for recognition established by law without waiving any legal challenges to those provisions or any other terms of the Act or regulations adopted under the Act.

Section 9. Powers.

In furtherance of the objects described above, but not in limitation thereof, the Association shall have the power to collect and disseminate statistics and other information; to conduct investigations; to engage in various funding and fund raising activities; to conduct promotion activities, including advertising and publicity, in or by any suitable manner or media; to hold such property as is necessary to effect its purposes; to provide for the pooling of income and expenses of its members; and to provide for a rotation and dispatching system of assignments for pilotage services performed by each individual member as an independent contractor.

ARTICLE II. MEMBERSHIP

Section 1. Purpose.

Membership in the Association is designed to provide for 1) the dispatch and training of pilots, 2) management of the Association affairs, 3) compliance with all applicable federal, state, and local laws, 4) the collection and distribution of funds earned through piloting services, 5) Pilots to associate together as independent contractors for the common purpose of having a pilot dispatch service.

Section 2. Service.

The Association promotes the highest quality marine pilotage service in Region One. It is the policy of the Association that each pilot, acting as an independent contractor, shall maintain a commitment to excellence in the pilotage profession and through this commitment shall prevent the loss of lives and property, and protect the marine environment.

Section 3. Non-Discrimination.

The Association is open to membership by all persons licensed by the State of Alaska to pilot vessels in the Southeast Alaska Pilotage Region, except such persons may not be a

member of, or dispatched by, another pilot organization in the state.

Section 4. Membership.

Membership in the Association is comprised of [TW0 (2)] **the following** categories.

(a) Pilot Member (PM).

The Pilot Member category is open to members of the Association that hold a current unrestricted Marine Pilot license issued by the State of Alaska under the Act for Region One. Pilot Members who subsequently do not meet the requirements specified in this paragraph are automatically reverted to a membership status appropriate with their state and/or federal license. All PMs must meet all the Association's and State's training requirements before becoming eligible for dispatch. PMs must commit to being dispatched for ninety (90) days between May 16 and September 15 and must meet license requirements for dispatch in PM category, and may be dispatched in excess of ninety (90) days each year that they are Pilot Members. A PM shall not be excluded from membership due to illness or injury. PMs may be dispatched between September 16 and May 15, and shall have priority to dispatch between May 1-15 and September 16-30, additional dispatch shall be rotated equitably. Written solicitation of member's availability, non-availability or additional dispatch shall be made by August 01 each year. PMs may become General Pilot Members at any time without Board approval upon 30 days written notice to the Association. Pilot Members have ONE (1) FULL VOTE on Association business.

(b) General Pilot Member (GPM).

The General Pilot Member category of membership consists of pilots who hold a Marine or Deputy Marine License issued the State under the Act for Region One. This membership category is for licensed individuals that have chosen not to become PMs of the Association and previous PMs who choose to work for shorter periods. GPMs may apply for other membership categories provided the candidate holds a current State unrestricted Marine Pilot license and the candidate meets the State's and Association's training requirements before application is made. The Board of Directors will select the GPM applicant(s) for dispatch who best meets the Association's dispatch requirements. GPMs will be dispatched as fairly and equitably as their license, availability, and the Association's dispatch requirements allow. GPMs have NO VOTE in Association business.

(c) Select Pilot Member (SPM).

The Select Pilot Member category of membership consists of pilots who hold a Marine Pilot License issued by the State under the Act for the Southeastern Alaska Region. This membership category is for licensed individuals that have chosen to make themselves available for less than ninety (90) days during a select period of the summer season defined by the Board of Directors. SPMs must meet all Association and State training requirements before becoming eligible for dispatch.

PMs desiring to transition to this category will be required to declare their intent for the upcoming summer season in writing not more than thirty (30) days after the Board solicits members for inclusion in this category. The solicitation will be made no later than January 15 for the upcoming summer season and will define the period in which this membership category is available. SPMs may become General Pilot Members at any time without Board of Directors' approval upon 30 days written notice to the Association. Select Pilot Members have NO VOTE in Association business. SPMs are considered on roster for the period mutually agreed to by the member and the Board. SPMs will be compensated and will share in the Association expenses for each day on roster. Short term disability benefits will not exceed the number of days on roster. Select Pilot Members are governed by all Association Bylaws and Operating Rules. When SPMs are not specifically identified, the Bylaws and Operating Rules pertaining to GPMs apply. This membership category expires October 1, 2020. Additional seasons of this pilot category are allowed if approved by a two-thirds affirmative vote of the membership.

Section 5. Training and Continuing Education.

In order to maintain the highest quality of pilotage services, all pilots dispatched by the Association are required to satisfy the Association's and the State's training requirements before becoming eligible for dispatch. -Training requirements are established in the Association Training Program. It is the pilot's responsibility to provide documentation to satisfy training and continuing education requirements.

Section 6. Availability for Dispatch.

The Association will dispatch all licensed pilot members from a list of names maintained on a dispatch roster, in accordance with the commitments made by the pilot to the Association. To be on the dispatch roster, a pilot must abide by the Operating Rules of the Association, cannot have consumed alcohol or a controlled substance any time between twelve (12) hours before going on duty and the conclusion of duty, and meet all other requirements under the Act and Federal regulations pertaining to pilotage in Region One.

Section 7. Assent to Bylaws and Operating Rules.

All Pilot Members, General Pilot Members, Pilot Trainees, and Apprentice Pilots agree to adhere to and be bound by the Association's Bylaws and Operating Rules as they may be amended prior to being dispatched by the Association.

Section 8. Temporary Absence from Duty.

The Association's President may approve the temporary absence from duty of a pilot in accordance with the Association's Operating Rules.

Section 9. Independent Contractors.

All pilots dispatched by the Association are independent contractors, and must obtain a business license from the State of Alaska to be eligible for dispatch by the Association.

Section 10. Drug and Alcohol Testing.

All pilots dispatched by the Association shall be required to participate in a random drug and alcohol testing program. All applicants for membership will provide a "pre-dispatch" drug test conducted within 60 days of application at the time they first make application for membership status.

Section 11. License Insurance.

All pilots dispatched by the Association must obtain license insurance. Proof of Insurance shall be provided to the Association.

Section 12. Suspension and Termination of Membership.

A suspended member cannot vote, participate in Association business, be dispatched or share in the expenses or revenue or other benefits of the Association. A member who becomes ineligible for membership is suspended on the date that the member becomes ineligible. If the member becomes eligible within twelve (12) months and a day, that member shall return to the member's previous membership status without regard to the number of members set by the membership. If the member cannot cure the member's ineligibility for membership within twelve (12) months and a day and thereby become fully eligible for membership, that membership will be automatically terminated and all rights to the benefits of membership are terminated on the 366th day after entering into suspension. A pilot may make application for membership once the pilot again becomes fully qualified to do so.

Section 13. Resignation or Retirement of Members.

Any member of the Association who desires to resign or retire shall give, in writing, thirty (30) days notice to the Board of Directors before the resignation or retirement becomes effective. A member who has resigned or retires may apply for membership once the member again becomes fully qualified to do so.

Section 14: Association Management.

In order to provide for the management of the Association's affairs, the Association may contract with a management corporation. The Association's management corporation is Sea Pilots, Inc. Any pilot dispatched by the Association is required to be a Director of Sea Pilots, Inc.

ARTICLE III. MEETINGS OF THE MEMBERSHIP

Section 1. Semi-Annual Meetings, Attendance, and Location.

A semi-annual meeting of the Association shall be held at a time, date, and place designated by the President in May of each year, and a meeting at a time, date, and place designated by the President in September of each year. Written notification of membership meetings must be provided to members at least fourteen days prior to the meeting. The tentative agenda for purposes of establishing proxy voting rights at the semi-annual membership meetings shall be noticed to the membership not less than 72 hours prior to the published meeting date and time. Failure to hold the semi-annual meetings at the designated time shall not work a forfeiture or dissolution of the Association. All membership categories may attend these meetings.

Section 2. Special Meetings.

Special meetings of the Association may be called by the President, the Board of Directors, or by any five (5) members requesting a special meeting in writing. Special meetings may be held without advance notice provided a quorum is met. Nonvoting members may attend these meetings.

Section 3. Voting at Meetings.

(a) Voting Rights.
At membership meetings, Pilot Members shall have one full vote.

(b) Quorum.
A majority of the members entitled to vote, represented in person or by proxy, shall constitute a quorum at a meeting of the membership. Members present at a duly organized meeting may continue to do business until adjournment, notwithstanding the withdrawal of enough members to leave less than a quorum.

(c) Proxies.
A voting member may vote either in person or by proxy. Proxies may only be given to a voting member. Any one (01) member present at each meeting may hold no more than two (02) proxies. The President shall not hold any proxies. Proxies may be authorized on the SEAPA proxy form only. Proxy voting shall be limited to the authorization identified on the SEAPA proxy form. A proxy shall be valid for one (1) meeting only, and the power to vote a proxy may be revoked by the person giving the proxy at any time prior to actual voting. The proxy must be received by the President or the person presiding at the meeting at or before the time of convening the meeting; however, a member present at a meeting who was called out by assignment or by other business prior to a vote shall be entitled to leave a proxy with another member.

(d) Voting Procedure.

Voting procedure shall conform to Roberts Rules of Order as revised, provided they are not inconsistent with the Bylaws of this Association. Proposed Bylaw changes, Operating Rule changes, recommended changes to State Marine Pilot Regulations and major decisions affecting the welfare and business of the Association must be noticed on the tentative agenda to be voted on at a meeting or voted via postal ballot.

Section 4. Ballots.

Ballots, where required under the Bylaws, shall be conducted as follows:

(a) The ballot for Members of the Board of Directors and for Officers shall be secret. Ballots for issues shall be signed by members.

(b) The ballot shall, at the option of the member, be either hand delivered, electronically transmitted by email or fax, or mailed by first class mail to each member of the Association entitled to vote. The ballot will be sent to the member's postal or electronic address as it appears in the membership books of the Association;

(c) The ballot must be received at the principal office of the Association not more than twenty (20) days following the date of its notice of availability. All ballots, postal or otherwise, will be noticed electronically on the day of availability. Ballots returned after this period of time will not be considered.

(d) The ballot shall be counted by at least three Pilot Members to validate the result. The validation of the count shall be retained in the Association's file for 90 days. If the result of the ballot is challenged by a member, entitled to vote, the Board of Directors shall decide to either disapprove the challenge, postpone the decision that was the subject of the ballot until the next membership meeting, or reissue the ballot. A ballot required to be signed, that is received unsigned, will not be considered.

(e) At the discretion of the Board of Directors, balloting may be conducted by electronic means that conform to the standards in this Section.

ARTICLE IV. BOARD OF DIRECTORS

Section 1. Number and Qualification.

The Board of Directors will consist of seven (7) members each of whom must be a Pilot Member of the Association.

Section 2. Election.

An annual membership referendum of voting members shall be conducted by ballot between the 15th day of July and the 15th day of August each year.

Section 3. Nominating and Balloting.

There shall be no nominations for elections to the Board of Directors. Each member entitled to vote shall be entitled to vote for seven (7) members, and the seven (7) members receiving the highest number of votes in said election shall be elected to the Board of Directors. In case of a tie vote for the unfilled position(s), another ballot, limited to the members tied in the previous ballot, shall be immediately submitted to the membership for another vote to be counted within 10 days.

Section 4. Term of Office.

The terms of office of the members of the Board of Directors shall be one (1) year and shall commence immediately after the September membership meeting.

Section 5. Vacancies.

Any vacancy occurring on the Board of Directors shall be filled by the affirmative vote of the entire membership entitled to vote on a ballot listing all eligible members for the vacancy. The member receiving the highest number of votes shall be elected to complete the remaining term of the member's predecessor in office.

Section 6. Place of Meetings.

All meetings of the Board of Directors shall be held at the principal office of the Association, or other such place as may be designated by a majority of the Board of Directors. The Directors shall be entitled to convene and carry on any Board of Directors' meeting by means of a long distance telephone conference.

Section 7. Semi-annual Meetings.

The Board of Directors shall meet immediately after the semi-annual meeting of the membership, at the place where such meeting of the membership was held, for the purpose of organization and consideration of any other business that may properly be brought before the Association or the Board of Directors.

Section 8. Special Meetings.

Special meetings of the Board of Directors may be called by the President or by any four (4) Board Members. Special meetings may be held without advance notice, provided a quorum is present.

Section 9. Quorum.

At all meetings of the Board of Directors, a total majority of four directors shall constitute a quorum for the transaction of business. The act of the majority of the Directors present at a

meeting in which a quorum is present shall be the act of the Board of Directors. Proxy voting is not permitted.

Section 10. Removal.

The entire Board of Directors, or any individual Directors, may be removed from office without assigning any cause, by a two-thirds (2/3) affirmative vote of the membership entitled to vote at any regular or special meeting of the membership. Such removal of one (1) or more of the Directors shall be deemed to create a vacancy or vacancies in the Board of Directors.

Section 11. Compensation.

Members of the Board of Directors shall serve without compensation.

Section 12. Limitation on Authority.

Authority to make major decisions affecting the welfare and business of the Association is reserved by the membership entitled to vote. A majority of the entire membership entitled to vote may annul, amend, or supersede any action of the Board of Directors. The Board of Directors shall submit to the membership, by ballot, any issue of major importance, policy, or expenditure in excess of $7,500, or that in the exercise of good judgment may be considered a major policy decision affecting the welfare or business of the Association. A majority of the entire membership entitled to vote shall decide the issue.

Section 13. Duties.

It shall be the duty of the Board of Directors to:

(a) Call special membership meetings pursuant to Article III, Section 2 of these Bylaws;

(b) Decide whether to retain a certified public accountant to audit the books and accounts

(c) Obtain legal counsel for advice;

(d) Develop an annual budget for the Association for approval by the Membership at the Annual Spring Membership Meeting;

(e) Make adjustments to the annual budget as necessary to sustain the Association's business between the semi-annual meeting dates.

(f) Monitor the Association's business and affairs to ensure they are being carried out within the Bylaws and the Operating Rules;

(g) Address controversies arising under the Operating Rules or Bylaws and follow the procedures for due process outlined in Article II, Sections 13 and 14, and Article X;

(h) Annually determine the work available for general pilots, based on recommendations from the President.

(i) Provide clear guidance and direction to the President on the policies concerning the welfare of the Association.

(j) Decide whether to contract with a management corporation for the purpose of maintaining an office, employees and providing other business services as directed by the Board or to enter an agreement with such management corporation. The decision to enter into a contract with a management corporation must be approved by a two-thirds (2/3) affirmative vote of the membership. All administrative employees of the management corporation must be bonded.

(k) Establish and amend Operating Rules for the Association and submit all amendments to the Operating Rules to the membership for review and approval by a majority of the members entitled to vote.

Section 14. Conflict of Interest.

A member of the Board of Directors who has a material financial interest in any entity or who serves on the board of directors of an entity that enters into a contract or other transaction with the Association must disclose the material facts as to the transaction and the director's interest in the entity before voting on the contract or other transaction. Unless a majority of the Board of Directors objects, the member of the Board of Directors making the disclosure does not have to refrain from voting on the contract or other transaction.

ARTICLE V. OFFICERS

Section 1. Officers.

The officers of the Association shall consist of a President, Vice President, and Secretary. No person may hold more than one officer position.

Section 2. Election.

Officers shall be elected by the members of the Association entitled to vote from among the Board of Directors, by membership referendum conducted by ballot to be held between the 15th day of August and the 15th day of September of each year. The president shall cause a ballot to be distributed to the entire membership entitled to vote listing the names of the seven (7) directors of the Association eligible for office with instructions to vote for one (1) of such members for President, one (1) of such members for Vice President, and one (1) of such members for Secretary. In case of a tie vote for any position, another ballot confined

to the members tied in the previous ballot shall be immediately submitted to the membership for another vote to be counted within 10 days.

Section 3. Term of Office.

The term of office of an officer shall be one (1) year, and shall commence as soon after the September membership meeting as they are elected and qualified and continues until their successor is elected and qualified. The President is limited to serving no more than two (2) consecutive terms within any six (6) year period.

Section 4. Removal.

Any officer may be removed from office by a two-thirds (2/3) vote of all members entitled to vote at any regular or special meeting.

Section 5. Vacancies.

Whenever any vacancies shall occur in any office by death, resignation, or otherwise, the vacancy shall be filled by affirmative vote of the membership entitled to vote, and the officer so elected shall hold office until a successor is chosen and qualified.

Section 6. Compensation.

Officers of the Association shall serve without compensation.

Section 7. Duties of the President.

The President shall preside at all meetings of the Association and of the Board of Directors, discharge all the duties of a presiding officer, and perform such other duties as prescribed by the Board of Directors or these Bylaws. The President shall sign all notes, contracts, or other legal documents as may be necessary to conduct the Association's business. The President shall work with the Board of Directors in formulating major policy changes that will require a vote of the membership. The President shall be responsible for all Association pilot matters including the dispatch of pilots. The President may delegate duties to another member of the board of directors. The President may represent the Association as its spokesman with the BMP, ship owners, State and Federal government officials, or other persons regarding marine, navigational, and pilot matters. The President may attend, as an official delegate of the Association, the conventions or meetings of the American Pilots Association, or designate an alternate. The President shall, from time to time, set the time for all regular or special meetings of the Association's membership and the Board of Directors. The President shall keep the Board of Directors appropriately informed of matters of significance affecting the Association.

Section 8. Duties of the Vice President.

The Vice President shall attend all meetings of the membership and the Board of Directors, and shall be responsible for keeping, in a book provided for that purpose, an accurate record of the proceedings of such meetings, and shall perform a like duty for all standing committees appointed by the Board of Directors, when required. The Vice President shall distribute all notices of the Association, and perform such other duties as the Bylaws may require or the Board of Directors may prescribe. The Vice President shall monitor all accounting procedures used by the Association, and call any discrepancies to the attention of the Board of Directors and make such recommendations as he deems desirable. The Vice President shall assist in the preparation of Association correspondence for the President's signature or sign correspondence when authorized by the President. The Vice President shall carry out the duties of the President in the absence of the President.

Section 9. Duties of the Secretary.

The Secretary shall assist the Vice President in the performance of the Vice President's duties. The Secretary shall carry out the duties of Vice President in the absence of the Vice President when the Vice President is serving as President in the absence of the President.

ARTICLE VI. TRAINING AND CONTINUING EDUCATION

Section 1. Training Program.

The Association will establish and create a Training Program and submit it to the BMP for approval subject to the limitations in this Article.

Section 2. Training Committee.

a. The President shall appoint Pilot Members to the Training Committee.

b. The President shall appoint a Training Committee Chair from among the Training Committee's members.

c. The Training Committee Chair shall be responsible for the administration of the Association's Training Program.

d. The Training Committee Chair may delegate duties and tasks that are the responsibility of the Chair of the Training Committee to members of the Training Committee.

e. The Training Committee shall meet periodically to review and monitor the progress of all trainees and provide oversight and direction to the Training Committee Chair.

f. The Training Committee shall prepare and submit all reports, notifications, and evaluations required of the Association by the BMP.

g. Amendments to the Training Program shall be submitted to the membership for review and approval by a majority of the Association's members entitled to vote. The Training Committee may make minor and/or clarifying amendments to the Training Program as provided in Volume II of the Training Program. Any amendments must pass by a two-thirds majority vote of the Training Committee and shall take effect upon posting notice of the amendments in the Association's office. The Training Chair shall submit all amendments to the membership for review and approval at the next meeting of the membership. The Association will then submit the amended Training Program to the BMP for final approval.

Section 3. Categories.

The Association has three (03) categories of pilot Trainees: Marine Pilot Trainee, Deputy Marine Pilot Trainee and Apprentice Deputy Marine Pilot Trainee. The total number of positions in the Pilot Trainee (PT) category will be set by the voting members of the Association and must pass with a two-thirds (2/3) affirmative majority. The Training Positions opened by the Association will be available to the most qualified candidates and will not stipulate the category of Trainee. It is the Association's policy to follow a uniform, fair, open and nondiscriminatory process of selecting new Trainees. Determination of Association Training Positions, and subsequent Trainee application, evaluation and selection shall be in accordance with the applicable requirements of the membership approved Association Training Program. The Trainee categories and minimum qualifications are described below:

(1) Marine Pilot Trainee (MT).

The MT category consists of those individuals who hold a current State of Alaska marine pilot license issued in accordance with AS 08.62.100 in a pilotage region of Alaska, other than Region One; who have successfully completed the requirements of Volume I of the Association's Training Program; and have been offered and accepted a Training Position. After a MT has completed the State's requirements and the requirements of Volume II of the Association's Training Program and received an unrestricted Marine Pilot License issued by the State under the Act for Region One, the MT will automatically become a PM of the Association. MTs have NO VOTE on Association business.

(2) Deputy Marine Pilot Trainee (DT).

The DT category consists of those individuals who hold a current USCG License and meet the experience requirements which qualifies for issuance of a State license under AS 08.62.093 (a) and (b)(1)(5), but who may not have the required First Class Pilotage Endorsements for State licensure in Region One; who have successfully completed the requirements of Volume I of the Association's Training Program; and have been offered and accepted a Training Position. After a DT has completed the State's requirements and the requirements of Volume II of the Association's Training Program and received a Deputy

Marine Pilot License issued by the State under the Act for Region One, the DT will automatically become a GPM in the Association. After a DT has received an unrestricted Marine Pilot license issued by the State of Alaska under the Act for Region One, the DT will automatically become a PM of the Association. DTs have NO VOTE on Association business.

(3) Deputy Marine Pilot Apprentice Trainee (AT).

The Association has established a Deputy Marine Pilot Apprenticeship Program (hereafter "Apprentice Program"). The AT category consists of those individuals who hold a minimum of at least a current USCG License of Master Not Greater Than 1600 Gross Tons; are High School graduates; meet the requirements of AS 08.62.093(a); do not have the license and experience required under AS 08.62.093 (b)(1)-(5) to meet State licensure requirements as a Deputy Marine Pilot; who may not have the required First Class Pilotage Endorsements for State licensure in Region One; who have successfully completed the requirements of Volume I of the Association's Training Program; and have been offered and accepted a Training Position. ATs will automatically become DTs if they achieve the necessary requirements under AS 08.62.093(b)(1)-(5) to enter the DT category. AT's must also advise the Association how the AT will complete four (04) years of training as an AT, including required in-region training requirements without pay. After an AT has completed the State's requirements and the requirements of Volume II of the Association's Training Program and received a Deputy Marine Pilot License issued by the State under the Act for Region One, the AT will automatically become a GPM in the Association. After an AT has received an unrestricted Marine Pilot license issued by the State of Alaska under the Act for Region One, the AT will automatically become a PM of the Association. ATs have NO VOTE on Association business.

Section 4. Trainee Due Process.

All due process, grievance, misconduct, discipline, violation, sanction, and dismissal procedures ("Due Process Procedures") related to Trainees are contained in the Association's Training Program and delegated to, and developed by, the Training Committee. Decisions by the Training Committee to dismiss a Trainee shall be ratified by a majority vote of the PM Membership based upon a recommendation of dismissal by the Training Committee and SEAPA's Board of Directors before a Trainee is dismissed by the Training Committee. After a vote by the Membership ratifying dismissal of a Trainee, any due process or dismissal procedures shall be implemented and adopted by the Training Committee in the Training Program. Any provision of these Bylaws referring or related to dismissal, grievances, arbitration, or due process, and specifically Article X of these Bylaws, shall not apply to Trainees in the Training Program.

ARTICLE VII. INCOME AND EXPENSE POOLING AND DISTRIBUTION

Section 1. Purpose.

The purpose of this Article is to provide for the equitable pooling of income and expenses of the membership and the equitable distribution of the net income to the individual members.

Section 2. Compensation.

Pilots dispatched by the Association will share earnings on a unit-day basis from 16 May through 15 September (Summer Schedule) and 16 September through 15 May for the pilots working the Winter Schedule. All pilots dispatched by the Association share in the earnings only for those days they are on the dispatch roster. Compensation of pilots dispatched by the Association is based upon the limitations (including partial suspension) of the license held by the pilot, according to the following compensation schedule:

License Category		Percent of Share
(a)	Marine Pilot	100
(b)	90,000 ton	90
(c)	65,000 ton	80
(d)	25,000 ton	70

Section 3. Expenses.

All PM's shall share annual expenses on an equal share basis from 1 June through 31 August. All GPM's shall share annual expenses on an equal share basis, prorated by days dispatched during the period 1 June through 31 August.

Section 4. Redistribution Money.

Redistribution money shall be distributed equally among all fully licensed pilots.

Section 5. Expense Pooling.

Association operating and miscellaneous expenses will be pooled on a January 1 to December 31, cycle basis. The Board of Directors shall budget the cycle expenses on or before January 1 of each year. Over and under budget adjustments for each cycle will be reflected in the budget projection for the ensuing year. Total expenses for the cycle will be pooled from June 1 through August 31 prorated by days dispatched on the dispatch roster during this period.

Section 6. Income Determination.

Transportation and subsistence expenses shall be reimbursed to the individual pilot who provided the service that incurred the expenses. All remaining gross income for pilotage services, and all other miscellaneous income earned and billed during each calendar month shall be pooled, and a daily rate of income determined. Daily rates for member pilots will then be computed at the prevailing percentages provided for in Article VII, Section 2 and Section 4 of these Bylaws. The daily rate of income shall be computed by adding the total

number of duty days for each member for the calendar month and dividing the resulting gross income for the month, exclusive of the transportation fees, by this total of duty days. Each member's account shall be credited every month with the product resulting from multiplying the daily rate of income for their particular pilot category by their duty days during the calendar month.

Section 7. Special Expenses.

In addition, the Board of Directors, at its discretion, may give special consideration to the reimbursement of irregular or extraordinary expenses, costs, or expenditures that are non-recurring, and that would result in inequitable charges to any member.

Section 8. Individual Expenses.

The Association will pay American Pilots Association dues, I.O.M.M.& P, Pilots' Division dues, Long Term Disability Plan premiums, Long Term Care Plan premiums, and other dues, premiums, and expenses from the individual members accounts as directed by that individual.

Section 9. Income Distribution.

The Association shall maintain a bookkeeping and accounting system that enables the Association to prepare and retain accurate and detailed financial records of the Association. During the period from September 16 through May 15, pay distributions will be made monthly. Draws shall neither be allowed to reduce the Association's operating bank account below Five Thousand Dollars ($5,000.00) at any time, nor may they exceed five percent (5%) of the balance due to any pilot's account. An exception to this requirement may be made during a period of Association debt from uncontrollable events in which case the membership must authorize a debt limitation not to be exceeded by the Board of Directors. Such authorization must be a result of a membership vote and pass with a two-thirds (2/3) majority. The President shall equalize all draws as much as possible, and will adjust the mid-monthly draw when necessary to bring the individual pilot account balance into close agreement. Checks for pilot compensation draws shall be signed by an officer of the Association or by an administrative employee of the Management Corporation. The Association shall distribute income in the name of a member, corporation, or business, as designated by the member.

Section 10. Reimbursable Expenses.

Members shall be entitled to reimbursement for expenses incurred on Association business which have prior approval of the Board of Directors. Travel and per diem expenses will be reimbursed at the same rate as published in the Federal Register. Any additional expense must be supported by receipts. However, the Board of Directors may disallow any unreasonable, unsupported expenditure.

Section 11. Dissolution of Association.

In the event of the dissolution of the Association, the membership shall decide, by majority vote, the manner in which the assets of the Association shall be distributed.

ARTICLE VIII. OPERATING RULES

The Board of Directors shall establish Operating Rules for the Association. Amendments to the Operating Rules must pass by a majority vote of the Board of Directors and shall take effect upon posting notice of the amendments in the Association's office. The Board of Directors shall submit all amendments to the membership for review and approval at the next meeting of the membership (as per Article IV, Section 13(k). The Association will then submit the amended Operating Rules to the BMP for approval.

ARTICLE IX. DISABILITY AND BENEFITS

Section 1. Short Term Disability.

A. Pilot Members on Summer Roster:

(a) During the period May 16 through September 15 of each calendar year, any pilot then on the active duty list who becomes unfit for duty due to illness or injury, for a period in excess of three (3) consecutive days, and whose unfitness for duty is duly certified by a medical doctor whose qualifications are found to be acceptable by the Board of Directors, may apply to the Board of Directors to be removed from the active duty list, and to receive an income distribution during the pilot's period of disability in accordance with paragraph (c) of this Section for a period not in excess of ninety (90) days for PMs, and for a period not in excess of ninety (90) days (or for a period in excess of the remaining negotiated work period, whichever period is the lesser) for GPMs including Deputy Pilot Members.

(b) Should a Summer Roster Pilot become disabled prior to the summer dispatch period, and that injury extends beyond May 15, that pilot shall receive income distribution authorized under paragraph (c) of this Section beginning on May 16 and shall not exceed ninety (90) days from the date of injury.

(c) This income distribution is in lieu of the full pay authorized under Section 1, of the Operating Rules. Summer Roster Pilot short term disability benefits herein conferred are not cumulative, are not convertible into any exchange upon termination of membership, and may not extend beyond September 15 of any calendar year, or extend beyond the termination date of the disabled pilot's membership irrespective of the date of the onset of the disability. This off-duty disability income distribution is subject to the terms, conditions, and limitations contained in this Article and these Bylaws.

B. Winter Roster Pilots:

(a) Pilot members who are injured between May 15 and September 15, and who worked the previous winter work period or have applied in writing for the upcoming winter work period, are eligible for winter roster short term disability should the pilot's injuries carry beyond September 15 (up to September 15, the Summer Roster Worker rules apply). The total number of days of short term disability collected from a combination of summer and winter dispatch periods shall not exceed ninety (90) days. From September 16 until the expiration of the ninety (90) days from date of injury, or until a physician certifies the pilot fit for duty, whichever is less, the pilot member shall receive a share from the winter roster income pool in accordance with paragraph (c) of this Section.

(b) Winter Roster Pilots who are injured between September 16 and May 15 shall receive a share from the winter roster income pool in accordance with paragraph (c) of this Section for a maximum of ninety (90) days or until a physician certifies the pilot fit for duty, whichever is less.

(c) Should the Winter Roster Pilot's injuries carry beyond May 15, the pilot shall be eligible for summer short term disability as prescribed in this Section of the Bylaws. The total number of days of short term disability collected from a combination of summer and winter programs shall not
exceed ninety (90) days.

(d) The Winter Roster Pilot benefits herein conferred are not cumulative, are not convertible into any exchange upon termination of membership, and may not extend beyond the termination date of the disabled pilot's membership irrespective of the date of the onset of the disability.

(e) During all periods, income distribution to injured pilots shall be at the rate of fifty percent (50%) of the net earnings distribution which the pilot would have otherwise received for the dispatch period in which they are unable to work.

(f) The Board of Directors shall be entitled at any time, before or during a pilot disability period, to have the pilot that is on disability status examined or re-examined by a medical doctor of its choice and, upon the doctor's certification of fitness for duty, to return the pilot to active duty status.

(g) A pilot may be compensated only once during a three year period for an illness that recurs.

(h) In case of injury and the injured pilot at a later date is reimbursed by court order or negotiated settlement for earnings lost due to the injury, the Association shall be reimbursed for a proportionate share of any money previously paid the injured pilot under the terms of this Section. A proportionate share is defined as fifty percent (50%) of any lost earnings settlement not to exceed the total amount paid the injured pilot under the terms of this section.

(i) Notwithstanding any other provision of these Bylaws to the contrary, the determination of whether to pay a disability advance, whether a member should be determined to be disabled, the term of any payment made as a disability advance, and any other application of payment made under this Article shall be made solely by the Board of Directors and shall be made at its sole discretion, and no pilot shall be entitled to any payment from the Association for any claim of illness or disability.

Section 2. Long Term Disability.
(a) All pilot members who meet the eligibility requirements of the Long Term Disability Plan ("LTD") shall participate in the LTD. Each participant shall contribute equal shares of the total monthly premium as described in the LTD in accordance with Article VII, Section 8.

(b) This section applies to all Pilot Members, according to the eligibility requirements of the LTD.

Section 3. Long Term Care.

(a) All pilot members who meet the eligibility requirements of the Long Term Care Plan (LTC) shall participate in the LTC. Each participant shall contribute equal shares of the total monthly premium as described in the LTC in accordance with Article VII, Section 8.

This section applies to all Pilot Members, according to the eligibility requirements of the LTC.

ARTICLE X. MISCONDUCT AND GRIEVANCE PROCEDURES

Section 1. Misconduct.

SEAPA will not adjudicate charges of misconduct as defined in the Act made against a member. Complaints against a member must be in writing, signed by the complainant, in sufficient detail and substance to allege that a person 1) is incompetent in the performance of pilotage duties; 2) is chemically impaired; 3) illegally possesses, uses, or sells narcotic or hallucinogenic drugs; 4) makes a false statement to obtain a license; 5) violates a provision of the Act or a regulation adopted under the Act; 6) has had the person's United States Coast Guard pilot license conditioned, suspended, or revoked; or 7) charges, collects, or receives an amount for pilotage services that is different from the rate adopted under the Act or the rate agreed to under the Act by the Association. Such charges will be forwarded to the BMP with a copy to the member charged with misconduct. Due process in these matters must be provided by the BMP and not the Association.

Section 2. Violations of Bylaws or Operating Rules.

Charges of violations of the Association's Bylaws or Operating Rules will be processed and resolved pursuant to this section. The Board of Directors may impose any sanction it deems appropriate, including, but not limited to 1) prescribing a course of remedial action

which is related to the violation, 2) sanctioning the member by providing a verbal reprimand or a written letter of censure, 3) imposing a specific period of suspension, 4) requiring the member to reimburse the Association for any financial loss, 5) dismissing the charge of violation, or, 6) any combination of the above.

(a) Hearing Panel.
The Board of Directors shall hear charges of Bylaw or Operating Rule violations brought against a member.

(b) Notice.
The member charged with a violation of the Bylaws or Operating Rules shall be provided written notice by the President as soon as practicable after charges have been filed. Thirty (30) days notice of the time and place of the hearing shall be provided to the member charged. The member charged shall be entitled to representation at the meeting. The member may waive a hearing by the Board of Directors on the charge of violation, if the waiver is in writing from the member.

(c) Sanctions.
The Board of Directors may impose any sanction as described in Article X, Section 2. The member charged with a violation may stipulate in writing to any sanctions by the Board of Directors.

(d) Appeals and Arbitration.
Appeals from the decisions of the Board of Directors shall be settled by binding and final arbitration. The written appeal shall be submitted to the Board of Directors within fifteen (15) days after the date of the Board of Director's decision. The Board of Directors and the member making the appeal shall work in good faith to resolve their differences over the Board of Director's decision made under section 2 of this Article. The process of arbitration will begin by the Association and the member making the appeal each selecting an individual within seven (7) days of the date that the parties declare a failure to resolve the Board of Director's decision under section 2 of this Article. These two (2) individuals will then agree to the selection of a mutually agreeable third person within seven (7) days to act as arbitrator. This arbitrator is authorized to investigate the decision of the Board of Directors, contact parties with relevant information, conduct a hearing, take testimony under oath and review evidence, and make a ruling of whether the Board's decision under Section 2 of this Article is appropriate, or if it should be modified and if so, how it should be modified. The arbitrator's ruling shall be made within thirty (30) days of receiving the appeal. The arbitrator may not award compensatory remedies, punitive damages, or damages of any kind. The costs of the arbitration shall be split equally among the parties. The decision made following arbitration shall be binding and conclusive on all parties involved and judgment upon such decision may be enforced in any court of competent jurisdiction.

Section 3. Grievances.

Any member with a grievance against the Association must file it in writing and serve the Board of Directors of the Association of notice of the grievance within ten (10) days. Due process will be provided to the aggrieved member by having the member address the Board of Directors or the Association at large with the grievance at the earliest possible time set by the Board of Directors. The member is entitled to a hearing before the Board of Directors on the grievance. If the Board of Directors or the member cannot resolve the grievance, the Association or the member filing the grievance may submit the grievance to arbitration as described in Section 2 of this Article.

Section 4. Continuing Education.

All Association member's continuing education requirements are contained in the Association's Training Program. Any grievance by an Association member related to the membership's continuing education requirements set forth in the Training Program are subject to, and dealt with according to, the grievance procedures set forth in Article X of the Association's Bylaws and not the Due Process Procedures in the Training Program.

ARTICLE XI. AMENDMENTS

The Board of Directors may make minor amendments to the Bylaws subject to formal approval of a two-thirds (2/3) vote of all voting members at the next meeting of the membership. The power to make any amendments other than temporary minor revisions to the Bylaws is reserved to the membership of the Association by an affirmative vote of not less than two-thirds (2/3) of the members entitled to vote.

ARTICLE XII. DEFINITIONS

(a) "Day Count": Days on the Summer Season dispatch schedule a member is assigned to a specific pilotage assignment or authorized credit as provided under Article II Section 6.

(b) "Dispatch Schedule": A listing of members by membership category indicating specific dispatch assignments, dispatch standby and off-dispatch / off-pay status.

(c) "Duty": As used in 12 AAC 56.940 and 12 AAC 56.960.

(d) "Duty Day": Any day that a member is on the dispatch schedule either on assignment or in a standby status.

(e) "Pilot Member": An individual that holds a current unrestricted Marine Pilot license issued by the State of Alaska under the Act for Region One

(e) "Non-Duty Day": Any day that is not a duty day is a non-duty day, which is a day off-dispatch / off-pay and will be indicated on the dispatch schedule

(f) "Redistribution Money": The income resulting from the product of the duty days for all Deputy licensed pilots and the difference between a full share and the daily rates that are computed at the prevailing percentages for Deputy licensed pilots provided for in Article VII, Section 2.

(g) "Shoulder Periods": Part of the "Winter Season" consisting of the days between May 01 and May 15 and between the days of September 16 and September 30 inclusive.

(h) "Summer Season": That period between May 16 and September 15 inclusive.

(i) "Summer Season Worker": A member properly authorized on the dispatch schedule for the Summer Season consistent with Article II Section 6.

(j) "Winter Season": That period between September 16 and May 15 inclusive.

(k) "Winter Season Worker": A member properly authorized on the dispatch schedule for the Winter Season consistent with Article II Section 6.

NOTICE OF APPROVAL OF AMENDED BYLAWS

The foregoing Bylaws of the Southeast Alaska Pilots' Association were duly approved by the Membership of SEAPA on [MAY 12, 2013] **September 16, 2017**, as amended and submitted to the Alaska Board of Marine Pilots for approval in accordance with Alaska Statute 08.62.175. These Bylaws of the Southeast Alaska Pilots' Association were accepted and duly approved by the State of Alaska Board of Marine Pilots on [OCTOBER 30, 2013] **October 18, 2017**.

Kathleen Flury
President
Southeast Alaska Pilots' Association

Charles Ward
State of Alaska
Marine Pilot Coordinator

Appendix B

SWAPA Ice Training Simulation

Port:
Nikiski, Alaska

Summary:
Simulator training requires four simulations of advanced ship handling for pilots during ice conditions at the Port of Nikiski utilizing a marine pilot board approved simulator. Debriefs between participant and training pilot will be conducted after each simulation.

Simulation variables:
Velocity of the flood current with constant direction and wind, with various directions and ice as a constant variable. Single tug assistance may include vector tug or interactive or none, dependent upon simulations, providing a broad range of exposure for ice navigation.

Simulations and Debriefs:
Examples of four simulations available for completing advanced ship handling for pilots during ice conditions at Nikiski are provided. After each simulation is performed a detailed debrief will be performed with a Region II, state licensed training pilot in attendance.

Examples of typical simulations are attached.

SWAPA Ice Training Simulation
EXAMPLE 1

NIKISKI COOK INLET

Run #	Sim B	Sim Vessel	Ice:	Vessels @ Docks
1	Nikiski Pilot	PRODCo7L Loaded Shuttle Tanker	Half Meter Thick 75% coverage	None

Docking KPL Port Side A/S Starting Position Location: 60 40.1 N 151 25.5 W Approx. 0.75 off Agrium HEADING: 340 SPEED: 10 knots over ground	Current Large Flood 342 @ 3 knots Direction Toward/ Velocity Ice 342 @ 3 knots	Thrusters NA 1 Assist Tug Bob Franco	WIND FROM Velocity 25 Knots Direction From 045

OBJECTIVE

Docking shuttle tanker Port side alongside Nikiski KPL, Ice, Docking first of large flood current, 3 knot Flood, Wind NE 25 knots. Ice, Daylight, Snow, 2 Mile visibility

SWAPA Ice Training Simulation
EXAMPLE 2

NIKISKI COOK INLET

Run #	Sim B	Sim Vessel	Ice:	Vessels @ Docks
2	Nikiski Pilot	PRODCo7L Loaded Shuttle Tanker	Half Meter Thick 75% coverage	None

Docking KPL Port Side A/S Starting Position Location: 60 40.1 N 151 25.5 W Approx. 0.75 off Agrium HEADING: 340 SPEED: 10 knots over ground	Current Large Flood 342 @ 2.5 knots Direction Toward/ Velocity Ice 342 @ 2 knots	Thrusters NA NO Assist Tug	WIND FROM Velocity 20 Knots Direction From 045

OBJECTIVE

Docking shuttle tanker Port side alongside Nikiski KPL, Ice, Docking first of large flood current, 2.5 knot Flood, Wind NE 20 knots. Ice, Daylight, Snow, 2 Mile visibility, NO TUG

SWAPA Ice Training Simulation
EXAMPLE 3

NIKISKI COOK INLET

Run #	Sim B	Sim Vessel	Ice:	Vessels @ Docks
3	Nikiski Pilot	PRODCo7L Loaded Shuttle Tanker	One Meter Thick 85% coverage	None

Docking KPL Port Side A/S Starting Position Location: 60 40.1 N 151 25.5 W Approx. 0.75 off Agrium HEADING: 340 SPEED: 10 knots over ground	Current Large Flood 342 @ 3.5 knots Direction Toward/ Velocity Ice 342 @ 3 knots	Thrusters NA 1 Assist Tug Bob Franco	WIND FROM Velocity 15 Knots Direction From 045

OBJECTIVE

Docking shuttle tanker Port side alongside Nikiski KPL, Ice, Docking first of large flood current, 3.5 knot Flood, Wind NE 15 knots. Ice, Daylight, Snow, 5 Mile visibility

SWAPA Ice Training Simulation
EXAMPLE 4

NIKISKI COOK INLET

Run #	Sim B	Sim Vessel	Ice:	Vessels @ Docks
4	Nikiski Pilot	115 K Loaded Shuttle Tanker	One Meter Thick 85% coverage	None

Docking KPL Port Side A/S Starting Position Location: 60 40.1 N 151 25.5 W Approx. 0.75 off Agrium HEADING: 340 SPEED: 10 knots over ground	Current Large Flood 342 @ 3.0 knots Direction Toward/ Velocity Ice 342 @ 3 knots	Thrusters NA 1 Assist Tug Bob Franco	WIND FROM Velocity 10 Knots Direction From 045

OBJECTIVE

Docking 115K tanker Port side alongside Nikiski KPL, Ice, Docking first of large flood current, 3.0 knot Flood, Wind NE 10 knots. Ice, Daylight, Snow, 5 Mile visibility

Appendix C

TRAINING PROGRAM
SOUTHWEST ALASKA PILOTS ASSOCIATION

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TRAINING PROGRAM
SOUTHWEST ALASKA PILOTS ASSOCIATION

PREFACE

The State of Alaska requires the pilot associations it recognizes to operate and maintain training programs for persons who are seeking deputy marine pilots licenses, pilots who are transferring from one state region to another, and continuing education for licensed pilots. Therefore, in order to provide the citizens of Alaska, and particularly of Pilotage Region II, the highest quality marine pilotage service, the Southwest Alaska Pilots Association establishes and maintains a professional training program for all marine pilot members of the Association, marine pilot trainees, deputy marine pilot trainees, and apprentices. This program is created and operated by the Association under the authority of the state of Alaska Marine Pilot Statutes and Regulations and the Association's Articles and Bylaws.

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This document is intended to serve as a one-source guide to all training required by the State of Alaska and the Association for marine pilots, deputy marine pilots, trainees and apprentices. It also seeks to clearly explain the processes for the training and the Alaska Pilots License to which that training leads.

It is expected that this document will be amended from time to time as shipping patterns change, state regulations are enacted or amended, technology advances, or experience indicates changes are necessary to best address training needs.

NOTE: Trainees are responsible for being thoroughly familiar with the Statutes and Regulations for Marine Pilots which take precedence over the information contained in this training program.

TRAINING PROGRAM
SOUTHWEST ALASKA PILOTS ASSOCIATION

INTRODUCTION

Pilots generally come to the profession after many years of education, training and sea-going experience where they have held high level positions on merchant or military vessels. They become licensed and eventually gain membership in SWAPA through training in one of several ways. In addition the State requires continuing education for pilots already licensed. The SWAPA training program, then, is designed to address these various categories of training as follows:

1. **Pilot Observer program** for those who have little or none of the federal pilotage endorsements required for Region II. This leads to the Training program where hands on docking and undocking training takes place according to a schedule of required maneuvers at various ports.

2. **Training program** for those who have a federal endorsement of pilotage for at least one area within region 2, have passed the core exam and have been accepted into the program by a majority vote of the membership. Hands on docking and undocking training can only take place in ports for which the trainee has federal pilotage. Training takes place according to a schedule of required maneuvers at various ports and at the direction of the training committee which will consult closely with the trainee to determine which maneuvers will benefit him/her the most, given the individual trainee's strengths and weaknesses.

3. **Training program for experienced pilots transferring from another region**. Transferring pilots are well experienced in shiphandling, therefore docking and undocking training criteria are different for this category of trainee. It consists mainly of obtaining the federal pilotage for the entire region and a total of 50 dockings/undockings at the direction of the training committee.

4. **Apprenticeship program** for those mariners who are otherwise qualified but who have not had the employment opportunities required to qualify for entry under AS 08.62.093 (b) (1through 5).

5. **Continuing professional education for licensed pilots and deputies.** This program assures that SWAPA pilots and deputies continue to meet the high professional standards expected of us.

During all phases of observing and training, situational awareness will be emphasized, observed, and graded. Situational awareness is essential to successful piloting and cannot be overemphasized.

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TRAINING PROGRAM
SOUTHWEST ALASKA PILOTS ASSOCIATION

THE TRAINING COMMITTEE

The SWAPA Training Committee is composed of at least 2 veteran training pilots and the SWAPA President. The Committee will supervise and direct all aspects of the training program, as described in this document, under the direction of the SWAPA membership and Board of Directors.

To ensure the most complete training experience and to avoid any hint of favoritism during the training process, the Training Committee may direct trainees to train with particular pilots or on particular ships or classes of ships, or on particular routes or waterways. The Committee may also instruct trainees to refrain from further training with pilots whom, in the judgment of the training committee, they have made an excessive number of training trips.

Training progress assessment: A Deputy Marine Pilot (DMP) trainee shall meet with the training committee, or a member thereof, in person or by telephone, after every 10 maneuvers for a discussion and assessment of his or her training progress. The committee may then direct the trainee to the training assignments that will best improve the trainee's experience and skills.

Final training assessment: Upon completion of the SWAPA training program and the state licensing requirements for DMP, the trainee shall meet with the training committee for a full assessment of his or her training evaluations.

If the committee is satisfied that the training requirements have been met, and that the trainee is in fact ready to begin work as a DMP, the SWAPA President and Board of Directors will be informed and a letter issued to the BMP stating this fact.

If, during the training process, it becomes evident to the committee that the trainee does not possess the necessary aptitude to successfully complete the program because of lack of situational awareness, failed maneuvers, a general lack of progress, or for other reasons, the trainee shall be so informed as early in the process as practicable in order to avoid wasted time and expense on the part of the trainee and the Association.

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Failure to comply with the Training Committee's directions may constitute grounds for dismissal from the training program. Dismissal shall be determined by a majority of the membership.

PREREQUISITE REQUIREMENTS AND SELECTION

To obtain a pilots license in Alaska (AS08.62.093) applicants must have a minimum license and experience level. Therefore, SWAPA cannot accept applications which do not meet the State's minimum criteria for licensure as listed below:

- Be a U.S. citizen

TRAINING PROGRAM
SOUTHWEST ALASKA PILOTS ASSOCIATION

PREREQUISITE REQUIREMENTS AND SELECTION (continued)

- Minimum of one year as master on ocean or coastwise vessels while holding unlimited ocean masters license-or-
- Two years service as master on United States Coast Guard inspected vessels of not less than 1000 gross tons or tug and tow of at least 1600 combined gross tons while holding a 1600 gross ton masters license-or-
- Two years of service as chief mate on ocean or coastwise vessels while holding unlimited ocean masters license-or-
- Two years of service as commanding officer of U.S. Commissioned vessels (Navy, Coast Guard, NOAA) of not less than 1600 gross tons while holding unlimited ocean masters license-or-
- Three years of experience as a member of a professional pilots association-or-
- Four years of experience in an approved apprenticeship program.

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If applicants possess one or more of the above listed experience and license qualifications, the Association will accept the application. The SWAPA training committee maintains an applicant file and generally, but not always, the membership will vote in the spring whether or not to bring one or more applicants into the Association pilot observer/apprentice programs. All qualified applicants whose applications are current (within 1 year) are listed on the ballot, in alphabetical order, with the following information provided for each applicant: Name, Age, Residence, Present Employment, Maritime Academy Education/ College Degree, Federal License, Federal pilotage endorsements held or pending for Region 2, Experience which qualifies under 08.62.093 (above).

Entry into the SWAPA pilot observer/training/apprenticeship programs is a membership decision based upon the needs of the Association in fulfilling its State mandated obligation to promote a safe and reliable system of marine pilotage for Region II. Most successful applicants will enter the Association Pilot Observer Program, except licensed marine pilots transferring from another region who will enter the Association Training Program.

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DRUG TESTING PROGRAM

All pilot observers, trainees and apprentices shall be enrolled in a board approved random drug testing program.

PILOT OBSERVER PROGRAM

Participants in the SWAPA Pilot Observer program receive assistance from the Association in obtaining observer trips for the purpose of gaining federal pilotage endorsements in Region II. Region II includes Icy Bay, Prince William Sound, Seward/Resurrection Bay, Cook Inlet, the Kodiak Archipelago and the south side of the Alaska Peninsula to 156 degrees west longitude.

TRAINING PROGRAM
SOUTHWEST ALASKA PILOTS ASSOCIATION

PILOT OBSERVER PROGRAM (continued)

While in the Pilot Observer program, Observers will accompany a number of association pilots on pilotage assignments to various ships, waterways and ports. Members evaluate the observer's professional demeanor and appearance, attitude, preparation, situational awareness, and aptitude for the work of a pilot. Observers are expected to show good progress in obtaining the federal endorsements required. If they do not they may be dropped from the program. Similarly, if an observer shows poor attitude, poor aptitude, or unprofessional behavior then he or she may be dropped from the program. It is the observer's responsibility to furnish the pilot with a "Pilot Observer Evaluation Form" for completion. This completed form shall be returned to the office and placed in the observer's file for periodic review by the Training Committee.

Completion of the pilot observer program is the path to the deputy marine pilot training program. Once observers obtain federal pilotage for one or more areas in Region II they are eligible to take the state "core exam" (56.026).

Prior to taking the core exam, the Training Committee will review the observer's "Pilot Observer Evaluation Forms" and other feed back from pilots whom the Observer has accompanied on pilot jobs. The Training Committee will then give an assessment and recommendation to the SWAPA membership. The membership will then vote on whether or not to accept the observer into the SWAPA training program. Upon an affirmative majority vote of the membership, The Board of Marine Pilots will be informed in writing that the applicant is qualified and recommend that he/she be administered the core exam. Upon successful completion of the core exam the observer will be accepted into the SWAPA training program and begin supervised ship handling at only those ports for which they are federally licensed. The Alaska Board of Marine Pilots will be informed in writing that such training will begin. (56.026(3b)).

DEPUTY MARINE PILOT TRAINING PROGRAM

Our training process requires at least 100 supervised movements, performed throughout the region, with training in all currently active ports within the region, including;

Kodiak Island Group and Prince William Sound

- Requires a minimum of 15 dockings or moorings and 15 undockings or unmoorings to take place in Prince William Sound and Kodiak Island Group.
- At least one docking or mooring and one undocking or unmooring must be performed within the period October 1 to April 1.
- 2 of the dockings/moorings and 2 undockings/unmoorings, including transit to the pilot station, must be performed at night.
- No fewer than 3 of the dockings/moorings and undockings/unmoorings must take place in Prince William Sound.

TRAINING PROGRAM
SOUTHWEST ALASKA PILOTS ASSOCIATION

DEPUTY MARINE PILOT TRAINING PROGRAM (continued)

Seward/Resurrection Bay

- Requires a minimum of 6 dockings and 6 undockings under the supervision of at least two different training pilots.
- At least 2 dockings and 2 undockings within the period October 1 to April 1.
- At least 2 dockings and 2 undockings on vessels in excess of 10,000 gross tons.

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Nikiski

- Requires a minimum of 18 dockings and 18 undockings under the supervision of at least 3 different training pilots.
- 4 dockings and 4 undockings must be performed under ice conditions; a board approved ice simulator training course for this port may be substituted for 2 dockings and 2 undockings.
- 4 dockings must be performed while dredging an anchor.
- 4 dockings and 4 undockings must be performed within the period October 1 to April 1.

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Port of Anchorage

- Requires a minimum of 7 dockings and 7 undockings under the supervision of at least 2 different training pilots.
- 2 dockings and 2 undockings must be performed under ice conditions.
- 2 dockings and 2 undockings must be performed on vessels in excess of 10,000 gross tons.
- 2 dockings and 2 undockings must be performed with tug assistance.

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College Fjord, Prince William Sound

- 4 round trips as a pilot observer under the supervision of at least 2 different training pilots on cruise ships of over 10,000 gross tons.4 transits at the conn under the supervision of at least 2 different training pilots.

Western Entrances to Prince William Sound

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- (a) 4 round trips as a pilot observer under the supervision of at least 2 different training pilots on cruise ships of over 10,000 gross tons, including 4 round trips as a pilot observer through Knight Island Passage.

  Or

  (b) 4 dockings and undockings on cruise ships over 10,000 gross tons, under the supervision of 2 different training pilots, in Prince William Sound.

  A combination of (a) and (b) shall also be acceptable.

- 2 round trips as a pilot observer through Elrington Passage.
- 4 round trips as a pilot observer through Hinchinbrook Entrance.

TRAINING PROGRAM
SOUTHWEST ALASKA PILOTS ASSOCIATION

DEPUTY MARINE PILOT TRAINING PROGRAM (continued)

Each maneuver will be briefed, observed, and graded by the training pilot. In order to pass, each maneuver must be safe and unassisted by the pilot. It is the trainee's responsibility to furnish the pilot with a "Trainee Evaluation Form" for completion. The completed form shall be returned to the SWAPA accounting office and placed in the trainee's file for periodic review by the Training Committee and quarterly submission to the Marine Pilot Coordinator.

Course Work

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The deputy marine pilot training program requires, within 5 years prior to application for licensing, the successful completion of:

1. An American Pilots Association approved Bridge Resource Management course of at least 16 hours.
2. A bridge simulator course which is Region II specific or which emphasizes a pilot's proficiency, or,
3. A manned model course.

Trainees have a maximum of 3 years to complete training (56.026(e)).

When trainees have successfully completed the docking/undocking training, course work, and obtained full federal pilotage without tonnage restrictions for the Kodiak Island Group ports of Kodiak/St. Paul Harbor and Womens Bay, and the entire Southcentral Alaska Region outside of the Kodiak Island Group, except Icy Bay, SWAPA will notify the marine pilot coordinator. Trainees are then eligible to sit for the local knowledge portion of the state exam. Finally, trainees take the oral exam in front of the Board of Marine Pilots. If successful in both exams the trainee is granted a Deputy Marine Pilot License (56.027).

COMPENSATION

Pay commences when the deputy begins piloting under the authority of his or her deputy marine pilot license and is graduated depending on the tonnage and endorsements on the license. See SWAPA Bylaws for a table of pay gradations.

TRAINING STIPENDS

SWAPA will issue a monthly stipend of $50.00 per day to pilot trainees who have passed their Deputy Marine Pilot Core exam, are available and actively training, as directed by the training committee.

SWAPA will reimburse the actual travel expenses of trainees who are performing state required dockings/undockings. In order to be compensated for these expenses, trainees must abide by these guidelines:

- Submit the SWAPA trainee expense reimbursement form along with actual receipts documenting expenditures. No receipts, no reimbursement.

TRAINING PROGRAM
SOUTHWEST ALASKA PILOTS ASSOCIATION

TRAINING STIPENDS (continued)

- Take the most economical form of transportation available.
- Trainees are not permitted to charter airplanes or boats for reimbursement by SWAPA. If the trainee feels such arrangements are necessary then contact the training chairman who, if he/she agrees, will attempt to clear the expense with the SWAPA President.

The total of stipends and travel expenses together shall not exceed 1% of the previous year's gross annual revenue of SWAPA. Stipends may be adjusted accordingly.

DEPUTY MARINE PILOT TONNAGE UPGRADES

Deputy Marine Pilots must hold a deputy marine pilots license for 3 years before being granted a full marine pilots license. During this 3 year period tonnage is limited as follows: (56.018_&_019)

- **Step one**----------25,000 gross tons.To upgrade to step two, the deputy pilot must perform vessel movements during at least 30 days as a deputy marine pilot on vessels requiring a state licensed marine pilot.
- **Step two**----------65,000 gross tons. To upgrade to step three, the deputy marine pilot must have held an endorsement as a deputy marine pilot for a period of at least one year, and while holding a deputy marine pilot license of not more than 65,000 gross tons, have performed at least 60 days of vessel movements onboard vessels requiring a state licensed marine pilot.
- **Step three**----------90,000 gross tons. To upgrade see Marine Pilot License section below.

SWAPA IN-HOUSE CLEARANCES AND RESTRICTIONS FOR DEPUTY PILOTS

LICENSE 25,000 Gross Tons:

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Step 1. Tonnage Limit; 25,000 Gross Tons, with the following restrictions:

- Kodiak Island- No unsupervised dockings/undockings of tank vessels.
- Cook Inlet- No docking/undocking of tank vessels. May go as second pilot
- Prince William Sound- No docking/undocking of tank vessels.

Step 2. After completing 3 round trips in Cook Inlet to either Nikiski or the Port of Anchorage, the Deputy will be cleared for tankers with the following restrictions

- Kodiak Island- No unsupervised docking/undocking of tank vessels at Womens Bay.
- Cook Inlet- No unsupervised dockings/undockings at Drift River. May go as second pilot.
- Prince William Sound- No docking/undocking of tank vessels in TAPS Trade.

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LICENSE 65,000 Gross Tons:

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Step 1. Upon receiving a 65,000 gross ton endorsement, the Deputy's in-house clearance will be raised to 40,000 gross tons, with the following restrictions:

TRAINING PROGRAM
SOUTHWEST ALASKA PILOTS ASSOCIATION

SWAPA IN-HOUSE CLEARANCES AND RESTRICTIONS FOR DEPUTY PILOTS (continued)

LICENSE 65,000 Gross Tons (continued):

- Kodiak Island- No unsupervised docking/undocking of tank vessels at Womens Bay.
- Cook Inlet- No unsupervised dockings/undockings at Drift River. May go as second pilot.
- Prince William Sound- No docking/undocking of tank vessels in TAPS Trade.

Step 2. After successfully completing 2 supervised dockings and undockings on vessels of over 40,000 gross tons, the Deputy's in-house clearance will be raised to 65,000 gross tons, with the same restrictions as in Step 1 above.

LICENSE 90,000 Gross Tons:

Step 1. Upon receiving a 90,000 gross ton endorsement, the Deputy's in-house clearance will be 90,000 gross tons, with the following restrictions:

- Kodiak Island- No unsupervised dockings/undockings of tank vessels at Womens Bay.
- Cook Inlet- No unsupervised dockings/undockings at Drift River. May go as second pilot.
- Prince William Sound- No docking/undocking of tank vessels in the TAPS trade.

Step 2. After completion of the following requirements, the Deputy is eligible to begin supervised dockings/undockings at the Trans-Alaska Pipeline Terminal berths at Valdez:

(a)12 hours observation at the VTS Traffic Center in Valdez;
(b)Observe at least one transit inbound from the Pilot Station and one transit outbound to the pilot station on board each of the following classes of vessels;

40,000 to 90,000 DWT
91,000 to 150,000 DWT
151,000 to 300,000 DWT

MARINE PILOT LICENSE

Before deputy pilots can hold a Marine Pilots License they must:

1. Complete the 3 year period during which they operate under the authority of their deputy license at the tonnage limitations specified.
2. Have held a valid deputy marine pilot license endorsement to pilot vessels of not more than 90,000 gross tons for at least one year.
3. Complete all Federal pilotage endorsements for Region II. Complete a manned model shiphandling course or a simulator course within the previous 3 years.
4. For Kodiak Island Group have completed at least two round trip pilotage assignments.

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TRAINING PROGRAM
SOUTHWEST ALASKA PILOTS ASSOCIATION

MARINE PILOT LICENSE (continued)

5. For Cook Inlet have completed:
    - At least 10 dockings and 10 undockings during pilotage assignments on vessels of over 25,000 gross tons. Dockings at Homer, Seldovia or Port Graham do not satisfy this requirement.
    - At least 3 dockings and 3 undockings under ice conditions.
6. For Seward have completed at least 2 dockings and 2 undockings on vessels of at least 30,000 gross tons at the Seward Coal Pier. Substitutions may be considered by the Training Committee if Coal Pier dockings are unavailable.
7. For Valdez Trans-Alaska Pipeline System complete a total of at least 20 supervised dockings and 20 supervised undockings at the Trans Alaska Pipeline Terminal operational berths. At least 4 of these dockings and undockings must occur at night and at least half must have been performed between the period October 1 to April 1.

SPECIAL CLEARANCES

Ice Clearance: After 1 supervised docking/undocking at Nikiski and 1 supervised docking/undocking at Anchorage, performed under full ice conditions, while a Deputy, Deputy will be cleared to dock/undock under ice conditions at these ports.

Womens Bay Tanker Clearance: Two supervised dockings/undockings on tank vessels while either a trainee, a Deputy or a Marine Pilot. Must be a full Marine Pilot before doing unsupervised work on tankers in this port. A simulator training course for this port may be substituted for one supervised docking/undocking.

OTHER SPECIAL CASES: The Training Committee may require special and/or additional and/or remedial training for individual Deputies at the Committee's discretion.

NOTES :
Deputy pilots are encouraged to seek, and shall be responsible for requesting, additional training in any area for which they perceive themselves to be deficient or not fully prepared.
Deputy pilots will not be dispatched to ports where they have not had at least 3 round trips as a pilot observer and/or one satisfactory supervised maneuver. Deputy pilots shall be responsible for acquiring this experience at their earliest opportunity.

COMPANY AND DOCK CLEARANCES
Drift River Clearance

Deputies may begin training at Drift River upon receiving their 65,000 gross ton endorsement, at which point they will be allowed to perform the required 3 observer dockings/undockings. A simulator course for this port may be substituted for 1 observer docking/undocking.

TRAINING PROGRAM
SOUTHWEST ALASKA PILOTS ASSOCIATION

COMPANY AND DOCK CLEARANCES
Drift River Clearance (continued)

Upon receiving their 90,000 gross ton endorsement, deputies may begin hands on training. No unsupervised work is allowed in this port except by marine pilots with VLCC endorsement.

Level II is obtained after 8 supervised dockings/undockings with 3 of these performed at night and 3 performed in winter. A simulator training course for this port may be substituted for 3 dockings/undockings.

Level I – Ice Conditions Approval will be granted after 3 supervised dockings/undockings are completed in ice conditions. These dockings/undockings may be in conjunction with or in addition to Level II clearance.

SWAPA works closely with Cook Inlet Pipeline Co., the operators of the Drift River (Christy Lee) platform and complies with all the training requirements listed in the C.I.P.I. Manual.

LNG Ship Clearance

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Teekay Marine Services, operators of the LNG carriers servicing the Phillips/Marathon Nikiski Plant have signed a Memorandum of Understanding with SWAPA concerning pilot dispatch for the LNG vessels calling at Nikiski. In accordance with that agreement:

- SWAPA agrees to the limit of an 11 pilot LNG pool.
- The LNG pool will include only pilots that are operating as year round members of the Association.
- In order to be eligible for the LNG pool a member shall have a minimum of three years as a TAPS qualified VLCC pilot.
- Prior to being added to the LNG pool each new pilot shall make two round trips to the Phillips Dock at Nikiski on LNG vessels

TRANSFERRING MARINE PILOT TRAINING PROGRAM

Pilots transferring from other regions are almost always experienced, veteran pilots. The SWAPA training program seeks to familiarize them with Region II and to improve and refine their ship handling skills. Marine pilots transferring to Region II from other piloting regions in the state must satisfy certain state requirements as well as complete the training requirements for Region II. These requirements are (56.034):

1. Possess a Coast Guard license with pilotage endorsements of unlimited tonnage for Region II. The Regulations imply full pilotage for Region II.
2. Possess a valid marine pilot license from another region.
3. Complete the training program for Region II.
4. Pass the local knowledge exam for Region II.

TRAINING PROGRAM
SOUTHWEST ALASKA PILOTS ASSOCIATION

TRANSFERRING MARINE PILOT TRAINING PROGRAM (continued)

5. Submit a letter from SWAPA that the applicant has completed the Region II training program.

The SWAPA training requirement for transferring pilots is as follows:
A marine pilot transferring to Alaska Pilotage Region II shall successfully complete 50 supervised dockings and/or undockings, moorings and/or unmoorings, and/or cruise ship route transits while at the conn at ports and waterways throughout the region, as specified by the SWAPA Training Committee. During this process, the Training Committee will periodically review the transferee's progress and may require additional training if, in the opinion of the training committee, this is required.

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DEPUTY MARINE PILOT APPRENTICESHIP PROGRAM

The Marine Pilot Statutes, 08.62.093(b)(6), provide for pilot associations to conduct an apprentice training program for those individuals who may not otherwise meet the criteria for licensure. The statute and regulations give associations broad latitude in accepting individuals into apprentice programs and require those individuals to apprentice for a period of 4 years. Otherwise, the training requirements differ little from those undertaken by Pilot Observers and Trainees.

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SWAPA will accept applications for entry into the SWAPA apprenticeship program from individuals who are otherwise highly qualified, but due to the nature of their experience in the maritime community, may not qualify under AS08.62.093. Specifically, SWAPA will accept applications from individuals with appropriate maritime experience, which includes the handling of vessels and holding a Master's license of not less than 1600 gross tons.

1. The Board of Marine Pilots will be notified when an individual is accepted into the Deputy Marine Pilot Apprenticeship Program. No training of any kind can take place until such notice is tendered.

2. The apprentice is required by the regulations to undergo not less than 4 years of training. SWAPA requests apprentices to reside in Region II and be available for training at least six (6) months during any consecutive twelve (12) month period.

3. The first year of the apprenticeship programs consists of comprehensive pilot development through a program of intensive observation and instruction under a variety of marine pilots and deputy marine pilots. Apprentices are expected to accompany working pilots on many assignments, exceeding the minimum required for Coast Guard

DEPUTY MARINE PILOT APPRENTICESHIP PROGRAM (continued)

pilotage endorsements, in order to familiarize themselves with not only navigation and piloting but, also, bridge procedures and processes on merchant vessels. Supervised vessel maneuvers cannot take place, under regulation, (56.033(c)(1)), until the apprentice has completed twelve (12) months of training and has passed the State core exam.

4. Upon completion of twelve (12) months training and passing the State core exam, the apprentice will follow the same training path as other trainees in pursuit of a deputy marine pilot license.

CONTINUED PROFESSIONAL EDUCATION AND TRAINING FOR MARINE PILOTS AND DEPUTY MARINE PILOTS

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1. Each marine pilot and deputy marine pilot shall complete at least one training course within the biennial license period immediately preceding the license period for which renewal is sought; or 2 training courses at any time within the 2 biennial license periods immediately preceding the license period for which renewal is sought; or 3 training courses at any time within the 3 biennial license periods immediately preceding the license period for which renewal is sought.

   Compliance with this requirement is the responsibility of the individual pilot. The Training Committee will assist, if needed, in making arrangements for courses.

   The courses shall include, but not be limited to, the following:

   a. Manned Model
   b. Ship Handling Simulator
   c. Bridge Resource Management for Pilots
   d.Train the Trainer
   e. Automatic Identification System (AIS)
   f. Electronic Chart and Display Information System (ECDIS)
   g. Automatic Radar Plotting Aids (ARPA)
   h. RADAR
   i. Maritime Law
   j. Rules of the Road
   k. Fatigue, Sleep and Medications for Pilots
   l. Legal Aspects for Pilotage including State Statutes and Regulations for Pilots
   m.. Maritime Domain Awareness and Security for Pilots
   n. Crisis Management and Media Response
   o. Environmental Awareness for Pilots including Marine Mammal Protection Act (MMPA) and Endangered Species Act (ESA)
   p. Basic Safety Training, including Personal Pilot Safety
   q. Emergency Medical Response and Survival Techniques

TRAINING PROGRAM
SOUTHWEST ALASKA PILOTS ASSOCIATION

CONTINUED PROFESSIONAL EDUCATION AND TRAINING FOR MARINE PILOTS AND DEPUTY MARINE PILOTS (continued)

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r. Ice Training for Pilots
s. Nautical Institute Pilotage and Shiphandling Scheme

Other courses meeting the standards of the training program may be substituted for the above upon review and approval of the Training Committee. Such courses shall be related to the field of marine pilotage, be courses for which a certificate can be issued and be "of substance."

2. Marine pilots holding VLCC endorsements shall document the satisfactory completion of a manned model course during one of the three biennial license periods (once every 6 years) immediately preceding the license period for which renewal is sought (56.083(b)). Compliance with this requirement is the responsibility of the individual pilot.

3. Marine pilots or deputy marine pilots shall document the satisfactory completion of a board approved simulator or manned model course at a board approved facility within one of the three biennial license periods immediately preceeding the license period for which renewal is sought.

3.The U.S. Coast Guard requires certain periodic training in order to renew federal licenses and STCW endorsements. Since a federal license is a prerequisite for holding a State Pilot License, compliance with Coast Guard training requirements is the responsibility of the individual pilot.

TRAINING PILOTS

To be designated a training pilot, pilots must comply with applicable state regulations, 56.016. Briefly, a training endorsement requires:

1. Applicable, unlimited, federal pilotage endorsements for the waters for which the training endorsement is sought.
2. Compliance with the state recency requirements (60 days piloting per year).
3. At least three (3) consecutive years of experience as a marine pilot in the region.
4. A recommendation to the BOMP from SWAPA.
5. Approval by the BOMP

Regulations allow a training pilot to refuse to accept a trainee. However, if a trainee is refused, then the training pilot must notify the Marine Pilot Coordinator of this non-acceptance. (56.016(5)(b)).

TRAINING PROGRAM
SOUTHWEST ALASKA PILOTS ASSOCIATION

MISCONDUCT, DISMISSAL AND GRIEVANCE PROCEDURES

SWAPA and the other pilot associations in the state have a large responsibility to the citizens of Alaska and to the traditions of professional pilotage to pass through their training programs only those trainees who can meet high standards and demonstrate their proficiency at the craft of piloting. SWAPA endeavors to pick applicants who are experienced and well qualified. Generally, these prospective pilots proceed through the observer/training program with little difficulty and become good pilots. In certain cases, however, the observer/trainee/apprentice may fail to meet professional standards which may include, but are not limited to:

- Poor attitude.
- Failure to accept constructive criticism.
- Unprofessional appearance or conduct.
- Repeated tardiness or failure to arrive for scheduled training.
- Lack of situational awareness.
- Repeated failure to complete required maneuvers satisfactorily.
- Dishonesty.
- Conviction of a crime.
- Failure to progress through the training program in a timely manner

In cases where the training committee determines the observer/trainee/apprentice is having difficulty and may have to be dismissed if the problem(s) persist, the following procedure will take place:

1. The Training Committee will notify the observer/trainee, in writing, of the problem(s) and will schedule a meeting with the observer/trainee. Copy of this letter to SWAPA membership and the MPC.

2. At a meeting with the observer/trainee the training committee will describe the problem(s) with the observer/trainee. The Observer/Trainee will then have the opportunity to question the allegations or otherwise present his or her side of the story. At the conclusion of this meeting a plan of action for improvement may be put in place.

3. In cases where the observer/trainee/apprentice either refuses to comply or cannot comply with the training committee requirements, then the training committee may recommend dismissal of the observer/trainee/apprentice from the observer or training program. This recommendation will be in writing to the SWAPA President.

4. The SWAPA President, upon receiving a recommendation for dismissal from the training committee, will schedule a special SWAPA meeting, or include the matter on the agenda of the next scheduled SWAPA membership meeting, to address the dismissal. At this meeting the observer/trainee in question will have the opportunity to address the membership and appeal the decision of the training committee.

5. After following the above procedure, a majority affirmitive vote of the SWAPA membership is required to dismiss an observer/trainee.

TRAINING PROGRAM
SOUTHWEST ALASKA PILOTS ASSOCIATION

MISCONDUCT, DISMISSAL AND GRIEVANCE PROCEDURES (continued)

6. Dismissal of an observer/trainee/apprentice requires notification to the Board of Marine Pilots through the Marine Pilot Coordinator (56.032).

MANDATORY REPORTS TO BOARD OF MARINE PILOTS

1. 56.025(j)(4) and 56.034(b)
Requires a letter stating applicants for Deputy Marine Pilot License and Marine Pilot License (transferring pilots) have completed the Association training program.

2 .56.026(g)
Requires trainee to submit quarterly training evaluations to marine pilot coordinator.

1. 56.026(h)
Requires a letter to trainees (copy to pilot board) explaining deficiencies and/or unsatisfactory progress of trainee.

2. 56.026(j)
Requires notification of the BMP when a candidate is accepted as a pilot observer for familiarization trips for federal pilotage.

3. 56.032
Requires notification to the BMP within 30 days of the dismissal of a trainee from the training program.

4. 56.026 (3)(b)
Requires notification to the BMP when a candidate is accepted for training before that trainee may begin supervised dockings, undockings, moorings, unmoorings and trainsits of specific waterways.

5. 56.033(d)
Requires notification to the BOMP when an individual is accepted into a deputy marine pilot apprenticeship program.

6. 56.033(e)
Requires notification to apprentices of deficiencies with copies to apprentice's file and the MPC.

7. 56.016(5)(b)
Requires training pilots to notify the MPC if the training pilot refuses to accept a trainee.

TRAINING PROGRAM
SOUTHWEST ALASKA PILOTS ASSOCIATION

DEFINITIONS

Docking: Means the evolution of maneuvers made to approach and secure a vessel at a berth, beginning with the briefing of the maneuver to the training pilot and ending when the last line is secure at the berth, and includes the transit from the pilot station to the dock.

Undocking: Means the evolution of maneuvers made to depart a berth, beginning with the briefing of the maneuver to the training pilot and ending when the vessel is clear to navigate and includes the transit from the dock to the pilot station.

Night: Means the period of time between the end of civil twilight when the sun is six degrees below the horizon after sunset and the start of civil twilight when the sun is six degrees below the horizon before sunrise.

Ice Conditions: Means the conditions that exist in Cook Inlet during the time the Captain of the Port, Anchorage, declares "Ice Navigation Guidelines" to be in effect.

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Pilot Observer: Means a prospective trainee who has been voted into the SWAPA Pilot Observer program for the purpose of obtaining observer trips to gain federal pilotage endorsements in Region II. A Pilot Observer is not a "trainee."

Trainee: Means an individual who has passed the State core examination and been formally accepted into the SWAPA training program as described in this document.

Apprentice: Means an individual accepted into the SWAPA Marine Pilot Apprenticeship Program as described in this document.

BOMP: Means the Alaska Board of Marine Pilots

MPC: Means the Marine Pilot Coordinator

SWAPA: Means Southwest Alaska Pilots Association

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DMP: Means deputy marine pilot

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NOTE: **Trainees are advised to thoroughly familiarize themselves with the DEFINITIONS contained in the Statutes and Regulations for Marine Pilots**