



MEETING OF THE ALASKA BOARD OF MARINE PILOTS
OCTOBER 13, 2016 – ATWOOD BUILDING, ROOM 1270 – ANCHORAGE, ALASKA
TELECONFERENCE: 1-800-315-6338, ACCESS CODE 89061

DRAFT MEETING AGENDA

<u>TIME</u>	<u>TOPIC</u>	<u>LEAD PERSON</u>
0900	Call to Order – Roll Call	Acting Chair Marquardt
0905	Atwood Building orientation	Interim MPC Chambers
0910	Review Agenda Declarations / Recusals	Acting Chair Marquardt
0915	Review / Approve Minutes June 17 meeting	Acting Chair Marquardt
0920	Public Comment	Acting Chair Marquardt
0945	Deputy Marine Pilot Application Review <ul style="list-style-type: none">▪ Oral interview of Captain Carolyn Vermette▪ Discussion of application	Acting Chair Marquardt
1000	Break	
1030	Business Items <ul style="list-style-type: none">▪ Recruitment Update▪ License/registration renewal▪ Correspondence▪ Review of board actions since June meeting▪ Regulations status report<ul style="list-style-type: none">• Length overall• Qualifications, availability in Western Alaska, duties	Interim MPC Chambers
1130	Investigative Report	Chief Angela Birt
1200	Lunch	
1330	Pilot Organization Reports <ul style="list-style-type: none">▪ SEAPA<ul style="list-style-type: none">• Organization update	Acting Chair Marquardt

- Update of Training Manual
- Temporary pilot station at Bieli Rocks
- SWAPA: Organization update
- AMP: Organization update

1500

Other Business
Next meeting

Interim MPC Chambers

1515

Adjournment

Acting Chair Marquardt

Checklist for Deputy Marine Pilot Application

Name: Carolyn Vermette
Date of Checklist Review: 22 September 2016
Pilot Association: SWAPA

Sec. 08.62.093. Qualifications for deputy marine pilot license. (a) The board shall issue a deputy marine pilot license for a marine pilotage region to a person who

- (1) is a citizen of the United States;
- (2) passes the written and oral examinations that may be required by the board;

Date core exam passed: 03 September 2013

Date local knowledge exam passed: 20 September 2016

Date oral exam passed:

X (3) has completed training requirements established by the board; and satisfies (b) and (c) of this section.

— License fee paid

X (b) A person who applies for a deputy marine pilot license under this chapter shall provide proof satisfactory to the board of the following experience:

- (1) one year of service as a master on ocean or coastwise vessels while holding a United States Coast Guard license as master of ocean steam or motor vessels of any gross tons;
- (2) two years of service as a master on United States Coast Guard inspected vessels of not less than 1,000 gross tons or tug and tow of not less than 1,600 combined gross tons while holding at least a United States Coast Guard license as master of steam or motor vessels of not more than 1,600 gross tons;
- (3) two years of service as a chief officer on ocean or coastwise vessels of not less than 1,600 gross tons while holding a United States Coast Guard license as master of ocean steam or motor vessels of any gross tons;
- (4) two years of service as commanding officer of United States commissioned vessels of not less than 1,600 gross tons and hold a United States Coast Guard license as master of ocean steam or motor vessels of any gross tons;

X (5) three years of experience as a member of a professional pilot's organization, during which the person actively engaged in piloting while holding at least a United States Coast Guard license as a master of steam or motor vessels of not more than 1,600 gross tons; or

— (6) four years of experience gained in a board approved deputy marine pilot apprenticeship program in the pilotage region for which the deputy marine pilot license is sought and hold at least a United States Coast Guard license as master of steam or motor vessels of not more than 1,600 gross tons.

X (c) A person who applies for a deputy marine pilot license under this section shall possess an endorsement of first class pilotage on the person's United States Coast Guard license without tonnage restrictions for the pilotage region for which the person seeks the deputy marine pilot license.

12 AC 56.025. APPLICATIONS.

X To be eligible to take the regional local knowledge examination required by 12 AC 56.026(k), an applicant shall apply on a form provided by the department at least 60 days before the date of the examination and submit

X the fees applicable to the application and examination required in 12 AAC 02.240;

X evidence that the applicant is at least 25 years of age;

XX all existing evaluations of the applicant's training in an approved training program with a recognized pilot organization; at least 10 days before the date of the licensing examination the applicant shall submit

- all remaining evaluations necessary to demonstrate successful completion of all applicable regional training requirements listed in 12 AAC 56.028, and

- X a letter from a recognized pilot organization stating the applicant has completed the organization's approved training program;
- X a full-sized certified copy of both sides of the applicant's valid United States Coast Guard license, with radar endorsement and an endorsement of first class pilotage without tonnage restrictions as required in 12 AAC 56.028 for the pilotage region in which the training occurred;
- XX the names and addresses of three United States Coast Guard licensed master mariners who may be contacted for a recommendation attesting to the applicant's professional qualifications and good moral character;
- X documentation of the applicant's education, employment record, and other special qualifications, including, if possible, copies of discharges, certificates, and letters;
- X on a form provided by the department, a notarized statement by the applicant whether
 - N/A within the five years before the application, the applicant has
 - been convicted of a felony;
 - been convicted of any repeat minor offenses involving excessive use of alcohol;
 - had a conviction involving the possession, use, or sale of drugs; or
 - had a marine or motor vehicle driver's license revoked, suspended, or limited in any jurisdiction; and
 - N/A the applicant is currently
 - under investigation or subject to a disciplinary proceeding by the United States Coast Guard; or
 - under treatment for drug or alcohol abuse;
 - a certificate from a testing facility that complies with the requirements adopted in 12 AAC 56.940(b) showing a negative result on a test for illegal drug use conducted within 60 days before the date of application; the testing facility must mail the drug test results directly to the marine pilot coordinator;
 - on a form provided by the department, evidence of a satisfactory physical examination within 60 days before the date of application, demonstrating that the applicant is in all respects physically fit to perform the duties of a pilot and including an examination of eyesight, hearing, blood pressure, physical agility, and cognitive capabilities.
- X To be eligible to take the deputy marine pilot core examination required in 12 AAC 56.026(a)(3), an applicant shall apply on a form provided by the department and submit,
 - at least 60 days before the date of the examination,
 - the applicable application and examination fees required in 12 AAC 02.240;
 - evidence of experience as required **(ABOVE)** in
 - AS 08.62.093(b)(1), (2), (3), (4), or (5); or
 - X AS 08.62.093(b)(6) by enrollment in a board approved deputy marine pilot apprenticeship program under 12 AAC 56.033;
 - evidence that the applicant meets the requirement of AS 08.62.093(a)(1);
 - before the examination, a full-sized certified copy of both sides of the applicant's United States Coast Guard license, demonstrating compliance with 12 AAC 56.026(a)(2) **(BELOW)**.

12 AAC 56.028. REGIONAL REQUIREMENTS FOR DEPUTY MARINE PILOT LICENSE.

- (b) **Southcentral Alaska Region** – An applicant for a deputy marine pilot license in the Southcentral Alaska Region must possess
- X a valid United States Coast Guard license with an endorsement of first class pilotage without tonnage restrictions for the region as specified in the regional training program approved by the board under 12 AAC 56.035.

The applicant shall meet the following training requirements:

XX at least 100 supervised movements, performed throughout the region, with training in all currently active ports, as specified in the regional training program approved by the board under 12 AAC 56.035, and including

— Nikiski – 18 dockings and 18 undockings under the supervision of at least three different training pilots, including

XX four dockings and four undockings performed within the period beginning October 1 and ending April 1;

— four dockings and four undockings performed under ice conditions; and

XX four dockings performed while dredging an anchor;

XX Anchorage – seven dockings and seven undockings under the supervision of at least two different training pilots, including

— two dockings and two undockings performed under ice conditions;

— two dockings and two undockings performed on vessels in excess of 10,000 gross tons; and

— two dockings and two undockings performed with tug assistance;

X successful completion of a bridge resource management for pilots course of at least 16 hours that meets the requirements determined by the board based on standards established by the American Pilots' Association

X either

— a bridge simulator course that is region specific or emphasizes a pilot's proficiency; **or**

X a manned model course;

XX port-specific training by simulator as required by the regional training program approved by the board under 12 AAC 56.035 (BELOW).

SPECIAL NOTES:

12 AAC 56.026. DEPUTY MARINE PILOT TRAINING PROGRAM. (a) To qualify as a trainee in a deputy marine pilot training program approved under 12 AAC 56.035 a candidate must

(1) meet the requirements of AS 08.62.093(a)(1) and AS 08.62.093(b);

(2) possess a valid United States Coast Guard license with an endorsement of first class pilotage without tonnage restrictions for

(A) except as provided in (B) of this paragraph, at least one area within the pilotage region in which the training will occur;

(B) training occurring in the Southeastern Alaska region, in the following federal pilotage routes as defined in the Coast Guard Southeast Alaska federal pilot requirements under 46 C.F.R. 10.705:

(i) Revillagigedo Channel;

(ii) Tongass Narrows South;

(iii) Tongass Narrows North;

(iv) Snow Passage;

(v) Sumner Strait West;

(vi) Frederick Sound;

(vii) Stephens Passage South;

(viii) Stephens Passage North;

(ix) Gastineau Channel;

(x) Icy Strait East and the Port of Hoonah;

(xi) Lynn Canal;

(xii) Icy Strait/Cross Sound;

(xiii) Glacier Bay; and

(3) pass the deputy marine pilot core examination described in 12 AAC 56.070(e).

(b) A pilot organization shall notify the board when a candidate is accepted for training

12 AAC 56.028 (e) Due to fluctuating marine traffic patterns, a training requirement specified in this section may be unobtainable from time to time. A trainee who has otherwise completed all of the training requirements specified in this section, may request the marine pilot coordinator to review the availability of vessel traffic to meet specific training requirements that the trainee believes are unobtainable. The request for review must be in writing and accompanied by documentation that demonstrates the completion of all other training requirements. The marine pilot coordinator shall forward the results of the review to the board. The board will, in its discretion, grant a waiver of the training according to the provisions of this section.

(f) Upon receipt of a request to review a particular training requirement, the marine pilot coordinator will review the vessel traffic of the area in question to determine whether during the preceding 12 months, the vessel traffic fell below the total number of movements necessary to meet that requirement.

(g) If the request for review concerns a training requirement specified in this section that is comprised of a list of alternatives from which a composite training requirement must be met, the marine pilot coordinator will review the vessel traffic in all the alternatives involved to determine whether during the preceding 12 months the vessel traffic among those alternatives fell below the total number of movements required for that training.

(h) If the board determines that during the preceding 12 months, insufficient vessel traffic existed for the completion of the training requirement, the specific requirement in this section is waived and the trainee shall make up the waived requirement by performing the same number and type of required maneuvers at another location in the applicable region. The location of the substituted maneuvers must be one already identified in this section for the same type of training.

(i) If a requirement for which vessel traffic has been determined to be inadequate subsequently becomes viable, the board shall inform any trainees affected, that all remaining maneuvers for that requirement, not already substituted, must be completed in the area specified by regulation.

12 AAC 56.035. APPROVAL OF PILOT ORGANIZATION TRAINING OR APPRENTICESHIP PROGRAMS. (a) Each pilot organization shall submit a training program proposal to the board for approval. A training program must provide for the training of

- (1) candidates for a deputy marine pilot license;
- (2) deputy marine pilots upgrading their licenses to marine pilot licenses; and
- (3) marine pilots transferring into the pilotage region from another pilotage region within the state.

(b) To be approved by the board, a pilot training or apprenticeship program must meet or exceed the applicable requirements of 12 AAC 56.026, 12 AAC 56.027, 12 AAC 56.028, 12 AAC 56.029, 12 AAC 56.031, 12 AAC 56.032, 12 AAC 56.033, and 12 AAC 56.068.

(c) An approved training program must prepare a trainee to demonstrate a minimum level of knowledge of the state oil pollution prevention requirements in 18 AAC 75.

(d) The Department of Environmental Conservation may review the training program of pilots engaged in piloting tank vessels.

12 AAC 56.070. EXAMINATIONS. (a) The examinations required by 12 AAC 56.014(a)(2), 12 AAC 56.026(a)(3), 12 AAC 56.026(k), 12 AAC 56.033(c), and 12 AAC 56.085(b)(3) for a license or endorsement will be offered at least once a year at a meeting of the board.

(b) **Both the written and the oral examination will cover the following topics:**

- (1) international rules of the road;
- (2) seamanship, including shiphandling underway, docking and undocking, including use of tugs and anchors, and emergency procedures;
- (3) pilot safety and state pollution regulations;
- (4) rules and regulations, including all federal and state statutes and regulations, affecting the piloting of vessels in compulsory pilotage waters of Alaska;
- (5) pilot responsibilities, including duties of a pilot, relationship between master and pilot, practical operation of marine radar including plotting, and engine order and rudder commands for U.S. merchant vessels, U.S. naval vessels, and foreign merchant vessels; and
- (6) local knowledge of individual geographical areas, including routes from sea to port and port to port, change of course points and distances passed abeam, names and locations of landmarks, waterways and aids to navigation, tides and currents, weather, restricted areas and explosive anchorages, dredged channels, cable areas, and other anchorages, docks, and dangers.

(c) **The applicant must pass the core examination with a score of at least 75** before the applicant may take the local knowledge examination. The applicant will be tested on local knowledge of individual geographical areas under (b)(6) of this section for the region where the applicant seeks licensure, and must pass the examination with a score of at least 85 percent. An applicant may take the oral examination after the applicant has passed the written examination.

(d) In addition to the other topics listed in this section, **an applicant for licensure will be orally examined by the board on the**

- (1) information provided with the license application;
- (2) the applicant's conduct as a mariner; and
- (3) the applicant's past safety record as a mariner.

(e) The **deputy marine pilot core examination** required in 12 AAC 56.026(a)(3) consists of a written examination that covers the topics listed in (b)(1) - (5) of this section. The core examination may be administered and scored by the marine pilot coordinator. If the marine pilot coordinator administers the core examination, it will be given on a date and time to be determined by the marine pilot coordinator, after consultation with the applicant. If an applicant fails the deputy marine pilot core examination, the applicant may not retake the core examination for at least 60 days.

(f) The **regional local knowledge examination** required in 12 AAC 56.026(k) consists of a written examination that covers the topics listed in (b)(6) of this section for the entire applicable pilotage region.

12 AAC 56.012. DOCUMENTATION OF SERVICE. (a) An applicant for a deputy marine pilot license may document the service required by AS 08.62.093 by submitting copies of

- (1) certificates of discharge;
- (2) discharge logs;
- (3) pilotage service and billing forms; or
- (4) letters substantiating the applicant's service or other official employment documents from marine companies

signed by appropriate officials or licensed masters.

(b) All documentation submitted under (a) of this section must include the

- (1) amount, nature, and dates of the applicant's service;
- (2) vessel name and official numbers;
- (3) routes upon which the service was acquired; and
- (4) gross tonnage of the vessel and barge, if applicable.

(c) For the purposes of AS 08.62.093 and this section,

- (1) "day" means the same as "day" in 46 C.F.R. 10.104;
- (2) "service" means the time spent on duty on a vessel that is underway;
- (3) "underway" means that a vessel is not at anchor or made fast to the shore or aground;
- (4) "year" means the same as "year" in 46 C.F.R. 10.104.

Authority: AS 08.62.040 AS 08.62.093

FY 2016 Foreign Pleasure Craft

<u>E#</u>	<u>Expires</u>	<u>Vessel Name</u>	<u>LOA (ft)</u>	<u>Registry</u>	<u>Area(s) to transit</u>	<u>Total Paid \$</u>	<u>COFR required</u>
102509	7/21/2016	PUMULA	105	Cayman Islands	SEAK	2,250	N
106240	11/27/2016	PENDANA	67	Australlia	SEAK, PWS, Kodiak	350	N
109583	3/15/2017	AMARELLA F	79	British	All	950	N
109717	3/18/2017	A2	154	Cayman Islands	All except Kodiak, Aleutians	3,700	Y
110194	4/4/2017	LAGNIAPPE	119	Marshall Islands	SEAK	2,950	N
110323	4/6/2017	ARCTIC PRIDE	123	Jamaica	SEAK	3,150	N
110628	4/14/2017	ELISA	127	Marshall Islands	SEAK	3,300	Y
110630	4/14/2017	SIN OR SWIM	101	St.Vincent	SEAK	2,050	N
1	4/22/2017	ICE BEAR	171	Britain	SEAK	5,550	Y
111422	5/3/2017	REBEL	135	Cayman Islands	SEAK	3,750	N
174	5/3/2017	CIELO MARE	127	Marshall Islands	SEAK	3,350	N
111957	5/16/2017	RENT SPENT	96	Marshall Islands	SEAK	1,800	N
112321	5/24/2017	DOUBLE HAVEN	151	Cayman Islands	SEAK	4,550	Y
112703	6/8/2017	VIRGINIA DEL MAR	115	Cayman Islands	SEAK	2,700	Y
112792	6/15/2017	KAWIL	100	Marshall Islands	SEAK, Glacier Bay	2,000	N
113007	6/17/2017	STAMPEDE	118	Marshall Islands	SEAK	2,900	N
			118	Total:		45,300	

FY 2017 Foreign Pleasure Craft (as of 10/03/2016)

<u>E#</u>	<u>Expires</u>	<u>Vessel Name</u>	<u>LOA (ft)</u>	<u>Registry</u>	<u>Area(s) to transit</u>	<u>Total Paid \$</u>	<u>COFR required</u>
113008	7/1/2017	ANNASTAR	164	Cayman Islands	SEAK	5,200	Y
113827	7/8/2017	ASAHI	163	Cayman Islands	SEAK	5,150	Y
113914	7/14/2017	TAMSEN	171	Cayman Islands	SEAK	5,550	Y
			166	Total:		15,900	

5/19/2016 12:34 PM
Mr. Glenn Walsh
Vancouver, BC
V6G 3H3
604 655 1717
Glennhwalsh@gmail.com

Feedback Category: CommerceMarine Exchange of Alaska
Specific Topic: Marine pilotage requirements
Position: Negative

Sir,

As you may not be aware, your Board of Marine Pilots requires every foreign registered vessel over 65' in length to employ a state-licences marine pilot while underway in all Alaskan waters. An exemption is available to approved vessels 65' to 175'.

Last year, I applied for, and received an exemption for my 80' motor yacht Mi Amere, at a cost of approximately #3000 CAD for fees, mandatory agent, compass and electronic certification, etc. For family health reasons, we were not able to get to Alaska last year, so similar costs are required for another year's exemption.

We have, prior to these requirements, enjoyed cruising your south eastern waters, and would like to again--along with friends and family--but we have an issue with the principle of this pilotage rule. It appears to be a union/bureaucratic affair unrelated to boat safety. I have been piloting my vessels for a generation throughout BC, Washington, and Alaska waters without incident nor pilotage permits.

This rule is targeted almost exclusively at British Columbia boats and is causing a number of owners to reconsider going beyond Prince Rupert. Enjoyable as Alaska cruising is, there is a lot of comparable coastline in BC--and no bureaucracy!

I hope you will investigate these rules toward eliminating them.

Sincerely,

Glenn Walsh

IP:10.231.252.32



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

**Department of Commerce, Community,
and Economic Development**

BOARD OF MARINE PILOTS

P.O. Box 110806
Juneau, AK 99811-0806
Main: 907.465.2548
Fax: 907.465.2974

July 21, 2016

Captain Robert Lehmann
S/Y Thalia
c/o Langley Holdings PLC
Building 2, Retford Way
Nottinghamshire, DN22 7HH
United Kingdom

Dear Captain Lehmann:

Our office was contacted through Senator Lisa Murkowski to look into your inquiry dated July 7, 2016. I was disappointed to hear about your experience while sailing in Alaska and look forward to serving as a resource to assist you further.

In your letter, you mention the requirement for small yachts to take on marine pilots when in Alaska. Alaska Statute 08.62.180 provides for an exemption from pilotage for pleasure craft less than 175 feet. Your letter indicates that you may be a vessel for hire, which is not exempt from pilotage requirements.

Since the pilotage requirement is a state law and not a board regulation, it is a matter appropriately brought before the Alaska State Legislature. I am including the Office of the Governor so he may be aware of your concern. Your letter will also be presented to the Board of Marine Pilots at their October meeting for their information.

If I may be of further assistance, please contact me directly at 907-465-2144 or at sara.chambers@alaska.gov.

Sincerely,

A handwritten signature in cursive script, appearing to read "Sara Chambers".

Sara Chambers
Division Operations Manager
Acting Marine Pilot Coordinator

CC: Chris Hladick, DCCED Commissioner and Chair, Board of Marine Pilots
Ben Robinson, Office of the Governor
Janey Hovenden, Division Director
captain@sythalia.com



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

**Department of Commerce, Community,
and Economic Development**

BOARD OF MARINE PILOTS

P.O. Box 110806
Juneau, AK 99811-0806
Main: 907.465.2548
Fax: 907.465.2974

July 21, 2016

Captain Robert Lehmann
S/Y Thalia
c/o Langley Holdings PLC
Building 2, Retford Way
Nottinghamshire, DN22 7HH
United Kingdom

Dear Captain Lehmann:

Our office was contacted through Governor Bill Walker's office to look into your inquiries to Senator Murkowski and Senator Sullivan dated July 9, 2016. I was disappointed to hear about your experience while sailing in Alaska and look forward to serving as a resource to assist you further.

In your letter, you mention the requirement for small yachts to take on marine pilots when in Alaska. Alaska Statute 08.62.180 provides for an exemption from pilotage for pleasure craft less than 175 feet. Your letter indicates that you may be a vessel for hire, which is not exempt from pilotage requirements.

Since the pilotage requirement is a state law and not a board regulation, it is a matter appropriately brought before the Alaska State Legislature. The Office of the Governor is now aware of this matter, and will evaluate potential statutory remedies to your concerns. Your letter will also be presented to the Board of Marine Pilots at their October meeting for their information.

If I may be of further assistance, please contact me directly at 907-465-2144 or at sara.chambers@alaska.gov.

Sincerely,

Sara Chambers
Division Operations Manager
Acting Marine Pilot Coordinator

CC: Chris Hladick, DCCED Commissioner and Chair, Board of Marine Pilots
Ben Robinson, Office of the Governor
Janey Hovenden, Division Director
captain@sythalia.com

Board actions since June 17, 2016

Date	Motion	Voting Tabulation	Action
06/08/2016	Approve S/Y ASAHI exemption	Arzt, Erickson, Rueter, Hladick, Mack, Marquardt (Y) Antonsen (N)	Motion passed
07/01/2016	Approve M/Y ANNASTAR exemption	Erickson, Hladick, Rueter, Marquardt (Y) Antonsen(N) Arzt, Mack (NR)	Motion passed
07/14/2016	Approve M/V TAMSEN exemption	Hladick, Marquardt, Rueter, Arzt, Erickson, (Y) Antonsen (N) Mack (NR)	Motion passed
07/27/2016	Captain Eric Collins training pilot	Arzt, Antonsen, Erickson, Mack, Hladick, (Y) Rueter, Marquardt (NR)	Motion passed
07/27/2016	Captain Barry Olver training pilot	Arzt, Antonsen, Erickson, Mack, Hladick (Y) Rueter, Marquardt (NR)	Motion passed
07/27/2016	Captain Michael Tamney training pilot	Arzt, Antonsen, Erickson, Mack, Hladick (Y) Rueter, Marquardt (NR)	Motion passed
07/27/2016	Captain Phil Taylor training pilot	Arzt, Antonsen, Erickson, Mack, Hladick (Y) Rueter, Marquardt (NR)	Motion passed
07/27/2016	Captain Matthew Michalski 90K GT upgrade	Arzt, Antonsen, Erickson, Mack, Hladick (Y) Rueter, Marquardt (NR)	Motion passed
08/19/2016	Captain Keith Austin 65K GT upgrade	Unanimous	Motion passed
08/19/2016	Captain Ian Maury 65K GT upgrade	Unanimous	Motion passed
09/02/2016	Captain Rich Preston training pilot	Antonsen, Mack, Erickson, Arzt (Y) Marquardt, Rueter, Hladick (NR)	Motion passed



SouthEast Alaska Pilots' Association

1621 Tongass Avenue, Suite 300 • Ketchikan, Alaska 99901 • 907-225-9696 • fax 907-247-9696

Captain Paul F, President
Captain Kathy Flury, Vice
President

September 18, 2016

Via email (chris.hladick@alaska.gov)

Chairman Chris Hladick
Alaska Board of Marine Pilots
PO Box 110806
Juneau, AK 99811-0806

Dear Chairman Hladick:

The Southeast Alaska Pilots Association respectfully requests that the Board of Marine Pilots review AS 08.62.093. (d):

Qualifications for deputy marine pilot license.

*(d) A person licensed as a deputy marine pilot under this section may, **except as otherwise provided by the board**, pilot vessels of 25,000 gross tons or less in a marine pilotage region for which the license is issued.*

Since the referenced statute was enacted, the size of ships calling in Region One has increased dramatically. It is now rare for a ship less than 25,000 gross tons to call here. This is affecting both the employability of newly-licensed Deputy Pilots and the nature of their required upgrade qualification days.

With today's mix of ships, a new 25,000 Ton Deputy often must ride as an unpaid observer for up to the thirty days required to advance to 65,000 Tons. This is expensive, takes away training berths and Training Pilots from Trainees, and doesn't allow the Deputy to build upon the skills they've gained in the training program.

SEAPA's Trainees and Deputy pilots train on all size of ships in our Region, up to and including on this year's largest ship, the EXPLORER OF THE SEAS, which is nearly at 140,000 Gross Tons. Ships over 100,000 tons have become common and larger ships are coming.

If the Board is amenable, and it is within the latitude afforded the BMP in the referenced Statute, SEAPA would like to discuss an increased entry-level Deputy license level that would still serve the interests of the State, the Licensee, and the vessels which call in our Region.

Respectfully,

Captain Paul F. Merrill
President, Southeast Alaska Pilots Association.

Approved 2013 Volume I	Proposed 2016 Draft	Comments
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<p>Part I - Introduction and Authority</p> <p>(a) In order to provide the highest quality of pilotage service, the Southeast Alaska Pilots' Association (hereinafter referred to as the "Association" or "SEAPA") establishes and promotes Volume I of the Association Training Program: Trainee Application, Evaluation and Selection. Authority for the SEAPA Training Program is based on the requirements of AS 08.62.175(c)(5), 12 AAC 56.035, 12 AAC 310(c)(2) and Article VI of SEAPA's Bylaws.</p> <p>(b) Volume I addresses only Trainee application, evaluation, and selection. Nothing herein implies or infers a commitment on the part of the Association to any Trainee Applicant or Candidate participating in the application, evaluation, or selection process.</p> <p>(c) Volume II of the Association Training Program: Training and Continuing Education Requirements applies to Trainee Candidates who have been formally accepted as Trainees.</p> <p>(d) Costs associated with completion of the application, evaluation, and selection process are the sole responsibility of the Applicant or Candidate.</p>	<p>Part I - Introduction and Authority</p> <p>This training program, contained in two volumes, is intended to foster the highest quality of pilotage service in Southeast Alaska. Volume I addresses trainee application, evaluation, and selection. Volume II, Training and Continuing Education Requirements, applies to applicants who have been formally accepted as trainees.</p> <p>The Southeast Alaska Pilots' Association ("Association" or "SEAPA") makes no commitment to any individual participating in the application, evaluation, or selection process. Costs associated with the application, evaluation, and selection process are the sole responsibility of the applicant.</p> <p>Authority for the SEAPA training program is in Alaska Statute, Alaska Administrative Code, and the SEAPA bylaws. See AS 08.62.175(c)(5), 12 AAC 56.035, 12 AAC 310(c)(2) and Article VI of the bylaws.</p>	<p>Just editorial changes here.</p>
<p>PART II – Determination of Association Trainee Positions</p> <p>(a) Pursuant to the requirements of AS 08.62.175(c)(1) and 12 AAC 56.310(c)(9), the Association membership will from time to time, determine the number of pilots required to optimize the operation of a safe, reliable, efficient, and competent</p>	<p>PART II – Determination of Association Trainee Positions</p> <p>In accordance with AS 08.62.175(c)(1), 12 AAC 56.310(c)(9) and Association bylaws, SEAPA members will periodically determine the number of pilots required to support safe, reliable and efficient pilotage services for the Southeast Alaska Region.</p> <p>(a) Training positions created by the</p>	

Approved 2013 Volume I	Proposed 2016 Draft	Comments
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<p>pilotage service for the Southeast Alaska Region as defined in 12 AAC 56.021(a)(1). This determination will be made by the membership in accordance with the Association Bylaws.</p> <p>(b) Training Positions created by the Association will be designated by majority vote of the voting members as either:</p> <p>(1) Deputy Marine Pilot Trainee or Deputy Marine Pilot Apprentice Trainee, or</p> <p>(2) State of Alaska Marine Pilot Cross-Region Transfer.</p> <p>(c) In accordance with AS 08.62.175(e)(4) and 12 AAC 56.310(e)(2), the Association's policy is to follow a uniform, fair, open, and nondiscriminatory process of Trainee selection. Designated Trainee positions will be filled as follows:</p> <p>(1) Deputy Marine Pilot Trainees or Deputy Marine Pilot Apprentice Trainees will follow the requirements of Parts V through IX. (2) State of Alaska Marine Pilot Cross-Region transfers will follow the requirements of Part XI.</p> <p>(d) Notice of the availability of designated Trainee positions shall be advertised as directed by the Board of Directors (BOD.)</p> <p>(e) The application period shall close as directed by the BOD and not less than thirty (30) days after final date of publication. All applications must be post-marked on or before the final date advertised for closure, as directed by the BOD. Applications post- marked after that date will not be considered. If an application is sent electronically, it must be sent on or before the final date advertised for closure as directed</p>	<p>Association will be designated by majority vote of the voting members as either:</p> <ol style="list-style-type: none"> 1. Deputy marine pilot trainee/deputy marine pilot apprentice trainee with no distinction made between those types, or; 2. State of Alaska marine pilot cross-region transfer. <p>(b) Designated trainee positions will be filled as follows:</p> <ol style="list-style-type: none"> 1. Deputy marine pilot trainees or deputy marine pilot apprentice trainees will be selected as described in Parts V through IX. 2. State of Alaska marine pilot cross-region transfers will be selected as described in Part XI. <p>(c) Applicants for deputy or apprentice trainee positions do not compete with potential cross-region transfers of existing Alaska marine pilots; these are separate processes.</p> <p>(d) Notice of the availability of designated trainee positions shall be advertised as directed by the Board of Directors (BOD).</p> <p>(e) The application period shall close as directed by the BOD but not less than thirty days after final date of publication. All applications must be post-marked on or before the final date advertised for closure, as directed by the BOD. Applications post- marked after that date will not be considered. If an application is sent electronically, it must be sent on or before the final date advertised for closure as directed</p>	<p>Clarifying that apprentices are not recruited separately.</p> <p>Fair and non-discriminatory proviso included in Part V via reference to pilot regs.</p> <p>New language, just clarifying our existing practice.</p>
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Approved 2013 Volume I	Proposed 2016 Draft	Comments
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<p>by the BOD.</p> <p>(f) Applicants are responsible for all individual costs associated with completion and submission of an application.</p>	<p>by the BOD.</p> <p>Applicants are responsible for all individual costs associated with completion and submission of an application.</p>	
<p>Part III - Minimum Eligibility Requirements for Application</p> <p>(a) Each Applicant shall meet the following minimum eligibility requirements for an open Trainee Position:</p> <p>(1) Meet the requirements of AS 08.62.093 (a)(1) and (b)(1)-(5) or Article II Section 5(b) of the Association Bylaws; and</p> <p>(2) Possess an unlimited radar endorsement; and</p> <p>(3) Provide proof from the USCG of eligibility for First Class Pilotage in Southeast Alaska.</p> <p>(4) Be of good mental and physical health and good moral character, including that within the five (05) calendar years before the application, the applicant has not:</p> <p>(A) Been convicted of a felony; or</p> <p>(B) Been convicted of any repeat misdemeanor offenses involving the illegal</p>	<p>Part III - Minimum Eligibility Requirements for Application</p> <p>Each applicant shall meet the following minimum eligibility requirements for an open trainee position:</p> <p>(a) Be a United States Citizen and hold a United States Coast Guard license as master of steam or motor vessels of not more than 1,600 gross tons (minimum). Additional requirements to qualify as a deputy trainee versus apprentice trainee are listed in AS 08.62.093 (b)(1)-(5).</p> <p>(b) Possess an unlimited radar endorsement.</p> <p>(c) Be eligible for First Class Pilotage in Southeast Alaska. Reference the Federal Pilotage Package published by the Captain of the Port, Southeast Alaska with particular attention to sea time and tonnage requirements. Applicants in any doubt about their eligibility should request an evaluation in writing from the USCG Regional Exam Center in Juneau.</p> <p>(d) Be of good mental and physical health and good moral character, including that within the five calendar years before the application, the applicant has not: been convicted of a felony; been convicted of any repeat misdemeanor offenses involving the illegal use of alcohol; been convicted for the possession, use or sale of drugs; had a marine or</p>	<p>Reworked because the bylaw reference is no longer good. Also the pilot reg reference is for deputy trainees, and is therefore not “minimum”.</p> <p>Eliminating numbered lists where they’re not needed for referencing purposes.</p>

Approved 2013 Volume I	Proposed 2016 Draft	Comments
------------------------	---------------------	----------

<p>use of alcohol; or</p> <p>(C) Had a conviction involving the possession, use or sale of drugs; or</p> <p>(D) Had a marine or motor vehicle driver’s license revoked, suspended, or limited in any jurisdiction; or</p> <p>(E) Been subject to disciplinary proceeding by the U.S. Coast Guard; or</p> <p>(F) Abused drugs or alcohol.</p>	<p>motor vehicle driver’s license revoked, suspended, or limited in any jurisdiction; been subject to disciplinary proceeding by the U.S. Coast Guard; or abused drugs or alcohol.</p>	
<p>Part IV – Application Submission and Initial Review</p> <p>(a) Applications will be accepted only on the SEAPA application form, including all required documentation and the application fee, and shall be postmarked within the published notice timeframe.</p> <p>(b) Applications shall be reviewed according to 12 AAC 56.310(c)(2). Each application shall be reviewed within sixty (60) days after the application period closes. The review will include an investigation of Applicant background history and a determination of minimum eligibility requirements.</p> <p>(c) An application determined to be incomplete will be subject to review by the Association Training Committee. If the application is confirmed to be incomplete, or not meeting the minimum eligibility criteria, it will be returned to the Applicant accompanied by a letter from the Training Chairman informing the Applicant of the deficiency. The Applicant will not be eligible to re-</p>	<p>Part IV – Application Submission and Initial Review</p> <p>(a) Applications will be accepted only on the SEAPA application form, including all required documentation and the application fee, and shall be postmarked within the published notice timeframe.</p> <p>(b) Each application shall be reviewed within sixty days after the application period closes. The review will include an investigation of applicant background history and a determination of minimum eligibility requirements.</p> <p>(c) An application determined to be incomplete will be subject to review by the Association Training Committee. If the application is confirmed to be incomplete, or not meeting the minimum eligibility criteria, it will be returned to the applicant accompanied by a letter from the Training Chair informing the applicant of the deficiency. The applicant will not be eligible to re-apply until the next advertisement of open training positions.</p>	<p>12 AAC 56.310(c)(2) doesn’t pertain to reviewing applications.</p>

Approved 2013 Volume I	Proposed 2016 Draft	Comments
------------------------	---------------------	----------

<p>apply until the next advertisement of open training positions.</p> <p>(d) A Trainee Applicant shall become a Trainee Candidate only after validation of a properly submitted application and a determination that the Applicant has met the minimum eligibility requirements.</p> <p>(e) All costs incurred in the Trainee Candidate evaluation and selection process will be borne by the Trainee Candidates.</p>	<p>(d) A trainee applicant shall become a trainee candidate after validation of a properly submitted application and a determination that the applicant has met the minimum eligibility requirements.</p> <p>All costs incurred in the trainee candidate evaluation and selection process will be borne by the trainee candidates.</p>	
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<p>Part V – Evaluation Process Overview</p> <p>(a) The Candidate evaluation process shall be conducted consistent with the requirements of AS 08.62.175(d)(C) and 12 AAC 56.310(e)(2). The evaluation process contains specific required components to be completed in sequence as follows:</p> <p>(1) Maritime Experience. Each Candidate must achieve a minimal * Maritime Experience score by review, evaluation and scoring as described in Table VI-1.</p> <p>(2) Physical Agility Test. Upon achieving the minimal Maritime Experience score, each Candidate shall then be required to successfully complete a physical agility work-test at an independent, certified facility as designated by the Association.</p> <p>(3) Written Examination. Upon successful completion of the physical agility work- test, each Candidate will be required to complete a written, multiple choice examination, administered by a nationally recognized, independent, marine education and training facility as</p>	<p>Part V – Evaluation Process Overview</p> <p>The Association’s goal is to select qualified candidates in a uniform and non-discriminatory manner. The evaluation components, in order, are:</p> <p>(a) Each candidate’s maritime experience will be evaluated and scored.</p> <p>(b) Candidates must successfully complete a physical agility work-test.</p> <p>(c) Candidates who pass the agility test will take a written multiple choice examination.</p>	<p>AS 08.62.175(d)(3)(C) was the intended reference, but it has nothing to say about candidate evaluation. Neither does 12 AAC 56.310(c)(2). The latter says we need to state in our rules that we will treat people fairly and uniformly, for those rules to be approved by the board. It is a key reference when writing the rules, but not an appropriate reference therein.</p> <p>*We don’t have a minimum for the experience factor (have had successful candidates with 0 points).</p>
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Approved 2013 Volume I	Proposed 2016 Draft	Comments
------------------------	---------------------	----------

<p>designated by the Association.</p> <p>(4) Bridge Simulation. Upon successful completion of the written examination, each Candidate will be required to complete a bridge simulator exercise administered by a nationally-recognized, independent, marine education and training facility as designated by the Association.</p> <p>(b) The requirements, information and scoring associated with Candidate evaluation are provided in Parts VI-X below. All costs incurred due to the evaluation process are the sole responsibility of the Candidate.</p>	<p>(d) Candidate who pass the written exam will be evaluated performing a bridge simulator exercise.</p> <p>Candidates are responsible for their share of the testing facility’s cost in administering the exam, including proctors, simulator time, post-exam evaluation and scoring. An estimate of the individual applicant’s cost share will be available at the time of application.</p>	<p>This section is an “overview”. The steps are detailed later.</p>
<p>Part VI is the experience evaluation table. Won’t fit in this format, look at the actual documents to compare.</p>		<p>There are no substance changes proposed, just a clarifying footnote.</p>
<p>Part VII – Candidate Physical Agility Evaluation</p> <p>(a) Each Candidate will be required to complete a physical agility work-test at a nationally-recognized, independent, certified facility as designated by the Association. Candidates who do not satisfactorily pass the work-test, as evaluated by the independent testing agent, will be denied continued participation in the Trainee Candidate evaluation process. During the work-test, Candidates will perform work tasks including:</p> <p>(1) Climbing a pilot ladder; and</p> <p>(2) Opening and closing a watertight door; and</p> <p>(3) Donning a survival suit; and</p> <p>(4) Climbing stairs; and</p>	<p>Part VII – Candidate Physical Agility Evaluation</p> <p>Each candidate will be required to complete a physical agility work-test at an independent facility as designated by the Association. Candidates who do not pass the work-test, as evaluated by the independent testing agent, will be denied continued participation in the trainee candidate evaluation process. During the work-test, candidates will perform work tasks including:</p> <ul style="list-style-type: none"> • Climbing a pilot ladder; and • Opening and closing a watertight door; and • Donning a survival suit; and • Climbing stairs; and • Balance and coordination activities; and • 50 pound floor to waist lifting; and • Other activities as directed by the testing facility. <p>Candidates are responsible for the cost of the</p>	

Approved 2013 Volume I	Proposed 2016 Draft	Comments
------------------------	---------------------	----------

<p>(5) Balance and coordination activities; and</p> <p>(6) 50 pound floor to waist lifting; and</p> <p>(7) Other activities as directed by the testing facility.</p> <p>(b) Candidates are responsible for the costs of completing the physical agility work test and for all costs associated with continuing in the evaluation process.</p>	<p>physical agility work-test.</p>	<p>This was stated in Part I, no need to repeat in every section.</p>
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<p>Part VIII – Candidate Written Examination Evaluation</p> <p>(a) Candidates who satisfactorily complete the requirements of Parts VI and VII Part VI, will be required to complete a written, multiple choice examination, administered by an independent marine education and training facility as designated by the Association. The written exam consists of questions covering the following subjects:</p> <p>(1) Seamanship and Shiphandling; including,</p> <p>(A) Ship control forces (use of rudders, engines, thrusters); and</p> <p>(B) Use of anchors; and</p> <p>(C) Use of tugs; and</p> <p>(D) Pivot point and directional stability principles; and</p> <p>(E) Shallow water and narrow channel maneuvering; and</p> <p>(F) Procedures for docking, undocking, anchoring, and mooring and unmooring to buoys; and</p> <p>(G) Effects of wind, current, vessel draft, trim and other</p>	<p>Part VIII – Candidate Written Examination</p> <p>Candidates who pass the agility test will complete a written, multiple choice examination, administered by an independent marine education and training facility as designated by the Association. The exam covers the following subjects:</p> <p>(a) Seamanship and Ship handling; including,</p> <ul style="list-style-type: none"> • Ship control forces (use of rudders, engines, thrusters) • Use of anchors • Use of tugs • Pivot point and directional stability principles • Shallow water and narrow channel maneuvering • Procedures for docking, undocking, anchoring, and mooring and unmooring to buoys • Effects of wind, 	
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Approved 2013 Volume I	Proposed 2016 Draft	Comments
------------------------	---------------------	----------

<p>characteristics; and</p> <p>(H) Emergency procedures (loss of propulsion, steering casualties).</p> <p>(2) Human Factors; including,</p> <p>(A) The Master – Pilot relationship; and</p> <p>(B) Duties of a Pilot; and</p> <p>(C) Fatigue and decision making; and</p> <p>(D) Bridge Resource Management; and</p> <p>(E) Communications.</p> <p>(3) Environmental Factors; including,</p> <p>(A) Tides, and</p> <p>(B) Currents, and</p> <p>(C) Weather, and</p> <p>(D) Wind, and</p> <p>(E) Pollution responsibilities, and</p> <p>(F) Marine mammal protection.</p> <p>(4) Navigation Factors; including,</p> <p>(A) Nautical chart use, and</p> <p>(B) Nautical chart symbols and datum, and</p> <p>(C) Aids to Navigation</p> <p>(5) International Rules of the Road</p> <p>(6) Pilot Personal Safety</p> <p>(b) Candidates are responsible for all the costs associated with completing the written examination process.</p>	<p>current, vessel draft, trim and other characteristics</p> <ul style="list-style-type: none"> • Emergency procedures (loss of propulsion, steering casualties) <p>(b) Human Factors; including,</p> <ul style="list-style-type: none"> • The Master – Pilot relationship • Duties of a Pilot • Fatigue and decision making • Bridge Resource Management • Communications. <p>(c) Environmental Factors; including,</p> <ul style="list-style-type: none"> • Tides • Currents • Weather • Wind • Pollution responsibilities • Marine mammal protection <p>(d) Navigation Factors; including,</p> <ul style="list-style-type: none"> • Nautical chart use • Nautical chart symbols and datum • Aids to Navigation • International Rules of the Road <p>(e) Pilot Personal Safety</p>	<p>ditto</p>
<p>Part IX – Candidate Simulator Evaluation</p> <p>(a) Candidates who successfully</p>	<p>Part IX – Candidate Simulator Evaluation</p> <p>Candidates who pass the written</p>	

Approved 2013 Volume I	Proposed 2016 Draft	Comments
------------------------	---------------------	----------

<p>complete the requirements of Parts VI, VII and VIII, will be required to complete a bridge simulator exercise, administered by an, independent marine education and training facility as designated by the Association. Local knowledge will not be required or tested. The bridge simulator exercise will evaluate the following elements:</p> <p>(1) Fundamental piloting and shiphandling ability; and</p> <p>(2) Ability to assimilate and prioritize all data necessary to safely maneuver the ship; and</p> <p>(3) Ability to respond appropriately in routine situations; and</p> <p>(4) Ability to respond appropriately in emergency or non-routine situations; and</p> <p>(5) Ability to communicate well and project proper bridge presence; and</p> <p>(6) Demonstrate understanding of Bridge Resource Management; and</p> <p>(7) Demonstrate understanding of and command of the International Rules of the Road.</p> <p>(b) Candidates are responsible for all the costs associated with the simulator evaluation process.</p>	<p>examination will be evaluated performing a bridge simulator exercise, administered by an independent marine education and training facility as designated by the Association. Local knowledge will not be required or tested. The bridge simulator exercise will evaluate the following elements:</p> <ul style="list-style-type: none"> • Fundamental piloting and ship handling ability • Ability to assimilate and prioritize all data necessary to safely maneuver the ship • Ability to respond appropriately in routine situations • Ability to respond appropriately in emergency or non-routine situations • Ability to communicate well and project proper bridge presence • Demonstrate understanding of Bridge Resource Management • Demonstrate understanding of and command of the International Rules of the Road. 	
<p>Part X – Deputy Marine Pilot Trainee or Deputy Marine Pilot Apprentice Trainee Candidate Selection</p> <p>(a) Candidates must achieve a minimum passing score in Parts VII and VIII to be considered for selection. In addition, Candidates must also</p>	<p>Part X – Deputy Marine Pilot Trainee or Deputy Marine Pilot Apprentice Trainee Candidate Selection</p> <p>(a) Candidates must achieve a minimum passing score on the written exam and simulator evaluation in order to be considered</p>	

Approved 2013 Volume I	Proposed 2016 Draft	Comments
------------------------	---------------------	----------

<p>achieve a minimum passing combined score totaled from the sum of the scores from Parts VI, VIII and IX. Minimum scores for each part of the evaluation process will be established by the testing facility conducting the evaluation.</p> <p>(b) Candidates who successfully complete the requirements in Parts II - IX above and who meet the minimum passing score requirements of Parts VII and VIII will be rank- ordered according to the following formula:</p> <p style="padding-left: 40px;">30% Written Examination Score.</p> <p style="padding-left: 40px;">45% Simulator Evaluation Score.</p> <p style="padding-left: 40px;">25% Experience Evaluation Score</p> <p>(c) Candidates will be notified of acceptance into the Association’s Training Program based upon order of rank and the corresponding number of open, designated Trainee Positions.</p>	<p>for selection. Minimum scores for each will be established by the testing facility conducting the evaluation.</p> <p>(b) Candidates who pass the written exam and simulator evaluation will be rank-ordered according to the following formula:</p> <p style="padding-left: 40px;">30% Written Examination Score</p> <p style="padding-left: 40px;">45% Simulator Evaluation Score</p> <p style="padding-left: 40px;">25% Experience Evaluation Score</p> <p>(c) Candidates will be notified of acceptance into the Association’s training program based upon order of rank and the corresponding number of open, designated trainee positions.</p>	
<p>Part XI – State of Alaska Marine Pilot Cross-Region Selection</p> <p>(a) Selection of individuals to fill authorized State of Alaska Marine Pilot Cross- Region Transfer openings shall be based on a vote, by secret ballot, of all qualified applicants.</p> <p>(b) Applicants must receive a two-thirds affirmative vote from voting members for selection.</p> <p>(c) Ranking of applicants who receive the minimum two-thirds affirmative vote from the voting members is as follows: The applicant, or applicants, if there is more than one opening, with</p>	<p>Part XI – State of Alaska Marine Pilot Cross-Region Selection</p> <p>(a) Selection of individuals to fill authorized State of Alaska marine pilot cross-region transfer openings shall be based on a vote, by secret ballot, of all qualified applicants.</p> <p>(b) Applicants must receive a two-thirds affirmative vote from voting members for selection.</p> <p>(c) Ranking of applicants who receive the minimum two-thirds affirmative vote from the voting members is as follows: The applicant, or applicants, if there is more than one</p>	

Approved 2013 Volume I	Proposed 2016 Draft	Comments
------------------------	---------------------	----------

<p>the highest number of votes will be selected to fill the opening or openings. In the event of a tie vote, the candidates receiving the highest number of votes will be re-balloted by secret vote until an applicant receives a higher number of votes.</p>	<p>opening, with the highest number of votes will be selected to fill the opening or openings. In the event of a tie vote, the candidates receiving the highest number of votes will be re-balloted by secret vote until an applicant receives a higher number of votes.</p>	
<p>Part XII – Candidate Notice of Selection or Non-Selection</p> <p>(a) Candidates shall be notified of their selection or non-selection within twenty (20) days of completion of the final evaluation and selection process.</p> <p>(b) Candidates notified of acceptance for training will have 30 days after notice to accept a training position or pass until the next opening. Candidates notified of their selection for a training position will be required to comply with Volume II of the Association Training Program: Training and Continuing Education Requirements.</p> <p>(c) The Association will maintain the approved applications of Candidates who were not selected to enter the Training Program. Unselected Candidates who wish to reapply to the Association’s Training Program must submit a new application upon the next notice of availability of open Training Positions. The physical agility work-test will be valid for a period of two years provided repeat Applicants attest to no conditions that would prohibit them from passing the agility test. Repeat Applicants who have previously taken the written and simulator components shall have the option to retake either or both of these components. If this option is declined, the most recent component(s) score(s)</p>	<p>Part XII – Candidate Notice of Selection or Non-Selection</p> <p>(a) Candidates who pass the written and simulator evaluations will be placed on a rank-ordered list (see Part X), and notified of their position on the list within twenty days after the final evaluation is complete. Training positions will be offered to the top candidates according to the number of positions authorized by Association membership. Candidates on the list who are not immediately offered training positions (“unselected candidates”) will be maintained on the list, and may be offered a training position at a later time if the Association opens additional positions.</p> <p>(b) Candidates who are offered a training position will have 30 days after receiving such notice to accept the position. A candidate may decline the first offer and maintain their position on the list until the next opening. If a candidate declines a second offer they will be removed from the list.</p> <p>(c) The Association may conduct a new candidate selection process regardless of the existence of candidates still on the list from a previous selection process. Any</p>	<p>No changes intended, just editing for brevity and clarity.</p> <p>New language— we were moving them to the bottom of the list before.</p>

Approved 2013 Volume I	Proposed 2016 Draft	Comments
------------------------	---------------------	----------

<p>shall apply.</p> <p>(d) Unselected Candidates will not be considered for future open training positions without reapplying. The Association will maintain a ranked list of the unselected Candidates for the purpose of filling designated Training Positions that may subsequently become authorized or vacant. Unselected Candidates may pass on a notice of acceptance one time and still retain their ranked position on the list. If an Unselected Candidate passes a second time, their ranked position shall be adjusted to the bottom of the list.</p> <p>(1) The Association may conduct any additional candidate selection process regardless of the existence of the number of persons who may be listed from a previous selection process. Any existing candidate list shall expire upon the Association conducting an additional candidate selection.</p> <p>(e) All costs incurred associated with re-application and re-evaluation in the selection process is the sole responsibility of the Trainee Candidate.</p>	<p>existing candidate list shall expire upon the Association conducting an additional candidate selection.</p>	
<p>PART XIII - Appeal and Dismissal Procedures</p> <p>(a) Appeals of the Trainee application, selection and evaluation process shall be governed by the procedures set forth in Article X(d) of the Association's Bylaws. The Association's Bylaws and Training Program have been approved by the State of Alaska Board of Marine Pilots.</p> <p>(1) Appeals must be made in</p>	<p>PART XIII - Appeal and Dismissal Procedures</p> <p>(a) Appeals must be made in writing and contain the specific basis for the appeal. Appeals must be post-marked within five business days of receipt of notification of the selection results.</p> <p>(b) A determination by the Association on a candidate's application will not be set aside unless the candidate proves the decision was the result</p>	<p>Article X of the bylaws do not apply to trainees/applicants.</p>

Approved 2013 Volume I	Proposed 2016 Draft	Comments
------------------------	---------------------	----------

<p>writing and contain the specific basis for the appeal. Appeals must be post-marked within five (05) business days of receipt of notification of the selection results.</p> <p>(2) In addition to the rights and procedures of a Candidate's appeal, as set forth in the Association's Bylaws, a determination by the Association on a Candidate's application will not be set aside unless the Candidate proves the decision was the result of fraud, coercion, or that such other reasonable cause exists to overturn a decision by the Association on the non-selection decision.</p> <p>(3) The Association Board of Directors shall consider all appeals of the application, evaluation and selection process and provide written notification of a decision within sixty (60) days of receipt of the appeal.</p> <p>(b) Procedures for challenges to specific elements of the physical agility work-test or components of the written examination or simulator evaluation will provided at the time of the evaluations by the facility designated by the Association to conduct those evaluations.</p> <p>(c) If an Applicant or Candidate has been found to have cheated, deceived, or misrepresented themselves in any manner during the application, evaluation, or selection process, they shall be subject to immediate termination from the process.</p> <p>(1) Falsification of an application, any record, or any part of the evaluation process shall be considered grounds for immediate dismissal from the application process.</p> <p>(2) Falsification of an application, any record, or any part of the evaluation process, subsequent to</p>	<p>of fraud, coercion, or that other reasonable cause exists to overturn a decision by the Association for non-selection.</p> <p>(c) The Association Board of Directors shall consider all appeals of the application, evaluation and selection process and provide written notification of a decision within sixty days of receipt of the appeal.</p> <p>(d) Procedures for challenges to specific elements of the physical agility work-test, or components of the written examination, or simulator evaluation will be provided at the time of the evaluations by the facility designated by the Association to conduct those evaluations.</p> <p>(e) If an applicant or candidate has been found to have cheated, deceived, or misrepresented themselves in any manner during the application, evaluation, or selection process, they will be immediately terminated from the process.</p> <p>(f) Falsification of an application, any record, or any part of the evaluation process, subsequent to selection into the Association training program, shall be considered grounds for immediate dismissal</p>	
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Approved 2013 Volume I	Proposed 2016 Draft	Comments
------------------------	---------------------	----------

<p>selection into the Association Training Program, shall be considered grounds for immediate dismissal from the Training Program.</p> <p>(d) If, at any time during the application, evaluation, and selection process, a Candidate subsequently does not meet the minimum eligibility requirements of Part III(a), the evaluation and selection process of that Candidate will be terminated.</p> <p>(e) Subsequent to selection, any Trainee who fails to advise the Association of changes to their qualifications with respect to minimum eligibility will be terminated from the Training Program.</p>	<p>from the training program.</p> <p>(g) If, at any time during the application, evaluation, and selection process, a candidate subsequently does not meet the minimum eligibility requirements of Part III(a), the evaluation and selection process of that candidate will be terminated.</p> <p>(h) Subsequent to selection, any trainee who fails to advise the Association of changes to their qualifications with respect to minimum eligibility will be terminated from the training program.</p>	
<p>PART XIV– Definitions</p> <p>(a) An “Applicant” is an individual who has submitted a valid application for an advertised open training position and who has met the initial minimum eligibility requirements.</p> <p>(b) A “Candidate” is an individual as defined in Part IV(d). A “Candidate” will cease to be a “Candidate” when notified, in writing by the Association, of either selection or non- selection as a Trainee.</p> <p>(c) A “Trainee” is an individual accepted into the Association Training Program regardless of categorization as a Marine Pilot Trainee, Deputy Marine Pilot Trainee, or a Deputy Marine Pilot Apprentice Trainee.</p> <p>(d) A “Marine Pilot Trainee” is a Marine Pilot licensed by the State of Alaska in a pilotage region of Alaska, other than Region One, who desires to transfer to Region One and who has been accepted into the Association</p>	<p>PART XIV– Definitions</p> <p>An “applicant” is an individual who has submitted a valid application for an advertised open training position and who has met the initial minimum eligibility requirements.</p> <p>A “candidate” is an individual as defined in Part IV(d). A “candidate” will cease to be a “candidate” when notified, in writing by the Association, of either selection or non-selection as a trainee.</p> <p>A “trainee” is an individual accepted into the Association training program regardless of categorization as a marine pilot trainee, deputy marine pilot trainee, or a deputy marine pilot apprentice trainee.</p> <p>A “marine pilot trainee” is a marine pilot licensed by the State of Alaska in a pilotage region of Alaska, other than Region One, who desires to transfer to Region One and who has been accepted into the Association training program.</p>	<p>No changes.</p>

Approved 2013 Volume I	Proposed 2016 Draft	Comments
------------------------	---------------------	----------

<p>Training Program</p> <p>(e) A “Deputy Marine Pilot Trainee” is an individual who has been accepted into the Association Training Program and who meets the eligibility requirements of AS 08.62.03(b)(1)-(5).</p> <p>(f) A “Deputy Marine Pilot Apprentice Trainee” is an individual who has been accepted into the Association Training Program under AS 08.82.093(b)(6) and 12 AAC 56.033, and who meets the eligibility requirements in Part III above, but does not meet the eligibility requirements of AS 08.62.03(b)(1)-(5).</p> <p>(g) An “Apprentice” is the same as “Deputy Marine Pilot Apprentice Trainee”.</p> <p>(h) A “Training Position” is an opening in the Association Training Program authorized by the membership. A “Training Position” is independent of, and does not refer to, categorization as to Marine Pilot Trainee, Deputy Marine Pilot Trainee or Deputy Marine Pilot Apprentice Trainee.</p> <p>(i) A “Year”, for the purposes of the assessment of experience points in Part IX, is a minimum of 360 days of performing the duties of master, commanding officer, chief mate, staff captain, or executive officer.</p> <p>(j) An “Unselected Candidate” is an individual having passed the examination process and awaiting notification of acceptance for training from the Association.</p>	<p>A “deputy marine pilot trainee” is an individual who has been accepted into the Association Training Program and who meets the eligibility requirements of AS 08.62.03(b)(1)-(5).</p> <p>A “deputy marine pilot apprentice trainee” is an individual who has been accepted into the Association training program under AS 08.82.093(b)(6) and 12 AAC 56.033, and who meets the eligibility requirements in Part III above, but does not meet the eligibility requirements of AS 08.62.03(b)(1)-(5).</p> <p>An “apprentice” is the same as “deputy marine pilot apprentice trainee”.</p> <p>A “training position” is an opening in the Association training program authorized by the membership. A “training position” is independent of, and does not refer to, categorization as to marine pilot trainee, deputy marine pilot trainee or deputy marine pilot apprentice trainee.</p> <p>A “year,” for the purposes of the assessing candidate experience, is 360 days of performing the duties of master, commanding officer, chief mate, staff captain, or executive officer.</p> <p>An “unselected candidate” is an individual having passed the examination process and awaiting notification of acceptance for training from the Association.</p>	
<p>PART XV – Amendments, Conflicts and Assent</p> <p>(a) The Training Committee may make such revisions, as it deems appropriate</p>	<p>PART XV – Amendments, Conflicts and Assent</p> <p>Changes to this document must be made in accordance with Article VI of the</p>	<p>The previous language seemed</p>

Approved 2013 Volume I	Proposed 2016 Draft	Comments
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<p>from time to time, to the Volume I of the Association's Training Program: Trainee Application, Evaluation and Selection Process and Volume II of the Association's Training Program: Training and Continuing Education Requirements. If there is a conflict between Association Bylaws and the Training Program, the Bylaws shall apply.</p> <p>(b) The Training Program was amended and approved by the membership on September 29, 2007 and the State of Alaska Board of Marine Pilots on October 11, 2007.</p>	<p>Association bylaws. If there is a conflict between Association bylaws and the training program, the bylaws shall apply.</p>	<p>to suggest that the training committee could unilaterally make changes, but the bylaws require a membership vote.</p>
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Existing 2012 Volume II	Proposed Volume II	Comments
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<p>Note: This side-by-side comparison is offered as an alternative to a marked-up copy of the approved Volume II. One of the goals of this re-write was to make the document briefer and easier to digest. Hence, the extent of the editing precluded tracking every change in text.</p>		
<p>Part I: No substance changes, just edited for brevity and format (e.g. the draft uses numbered lists far less).</p>		
<p><u>Part I - Introduction and Authority</u></p> <p>(a) In order to provide the highest quality of pilotage service, the Southeast Alaska Pilots' Association (herein after referred to as the "Association" or "SEAPA") establishes and promotes Volume II of the Association Training Program: Training and Continuing Education Requirements for Trainees and Licensed Pilots.</p> <p>(b) Volume I of the Association Training Program: Trainee Application, Evaluation and Selection Process, addresses only Trainee application, evaluation and selection and is not addressed in Volume II.</p> <p>(c) Volume II of the Association Training Program applies only to Trainees formally accepted into the Association Training Program and to General Pilot Members and Pilot Members of the Association.</p> <p>(d) The requirements of 12 AAC 56.035 and the SEAPA Bylaws Article VI provide the authority for the SEAPA Training Program. The Association Training Program does not replace the USCG Southeast Alaska Federal Pilot Licensing requirements for the Southeastern Alaska Region, the State of Alaska Statutes and Regulations for Marine Pilots (herein after referred to as the "Pilot Regulations"), the SEAPA Bylaws and Operating Rules or other Federal or State laws. Any apparent conflicts shall be brought to the attention of the Training Chair. USCG COTP requirements, State Pilot Regulations, SEAPA Bylaws and Operating Rules, or other Federal and State laws and regulations shall take precedence</p>	<p><u>Part I - Introduction and Authority</u></p> <p>This document, along with Volume I, establishes the training program for the Southeast Alaska Pilots Association. It applies to trainees formally accepted into the Association Training program and to general pilot members and pilot members of the Association.</p> <p>Authority for this program is found in 12 AAC 56.035 and the SEAPA Bylaws.</p> <p>Trainees and pilots are responsible for knowing the requirements of the Alaska Statute and Administrative Code ("Pilot Regulations"), the contents of the USCG Southeast Alaska Federal Pilotage package, the SEAPA Bylaws and Operating Rules, and a host of other Federal and State laws (for example the Marine Mammal Protection Act and Alaska Environmental regulations). In other words, this document does not purport to be a comprehensive reference for obtaining and continuing pilotage in Southeast Alaska.</p> <p>Any apparent conflicts between this document and other references should be brought to the attention of the Training Chair. In the event of a conflict Federal and State regulation, SEAPA Bylaws, and Operating Rules take precedence.</p>	

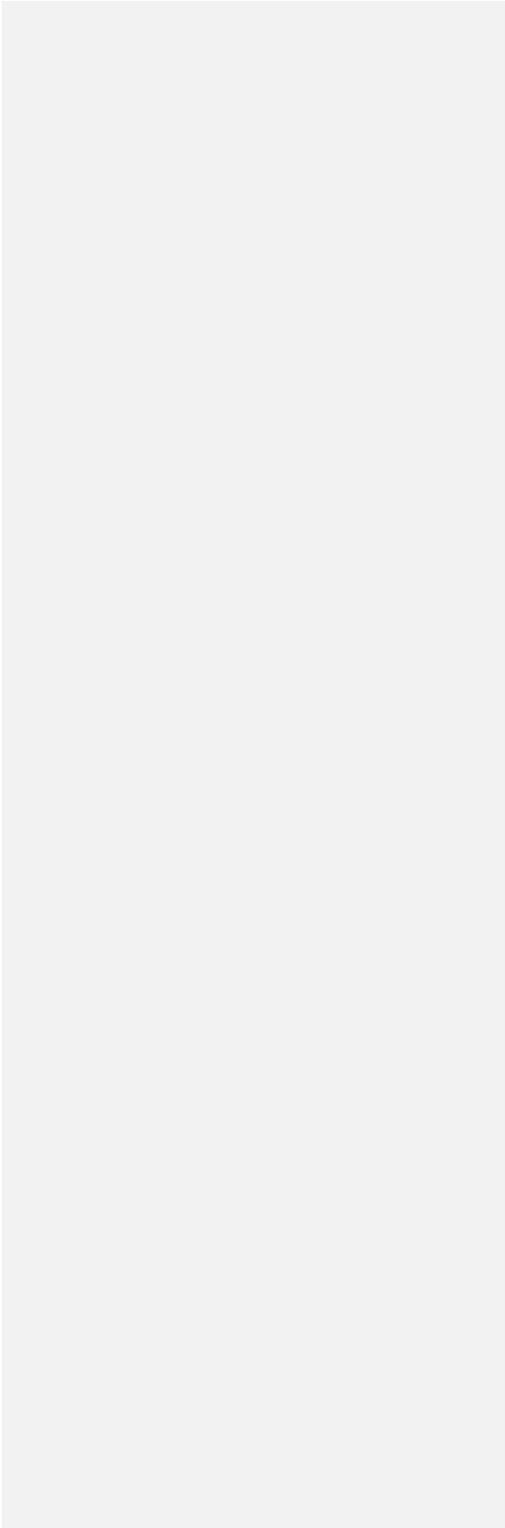
Comment [JH1]: New specific language here.

Existing 2012 Volume II	Proposed Volume II	Comments
<p>until apparent conflicts are formally resolved.</p> <p>(e) All costs associated with completion of training and continuing education requirements are the sole responsibility of the Trainee.</p>	<p>All costs associated with completion of training and continuing education requirements are the sole responsibility of the trainee or pilot.</p>	
<p>No change in policy in Part II, but heavy trimming: eliminated redundant language regarding the functioning of the training committee. The various sections of Volume II state the role of the chair and the committee, in context, so it is not necessary to exhaustively list them here.</p>		
<p><u>Part II – Training Program Organization and Overview.</u></p> <p>(a) The Association Training Program key elements are the Training Committee Chair, the Training Committee, Training Pilots and Trainees.</p> <p>(b) Training Committee Chair. The President shall appoint a Chairman (herein after referred to as the “Training Chair”) from among the members of the Committee. The Training Chair shall be responsible for the administration of the Association’s Training Program. Specific duties include, but are not limited to:</p> <ol style="list-style-type: none"> 1) Chair of the Training Committee, including scheduling and conduct of periodic meetings. 2) Administration of the Trainee application, evaluation, and selection process. 3) Notification to candidates of selection or non-selection into the Training Program. 4) Communication with the State of Alaska Marine Pilot Coordinator (MPC), the Board of Marine Pilots (BMP) and others on training and continuing education issues of interest to the Association. The Training Chair is responsible for all reports, notifications, and evaluations required by the Association, the MPC and BMP. 5) Communication with the SEAPA membership on training program 	<p>Part II – Training Program Organization and Overview.</p> <p>The key parties involved in pilot training are the Training Committee, the Training Committee Chair, training pilots and trainees.</p> <p>The Training Committee is comprised of at least seven Pilot Members appointed by the President. It supports the Training Chair in managing all aspects of the training program, under the direction of the SEAPA President and Board of Directors, and shall meet periodically to monitor the progress of all trainees. The Committee decides whether a trainee may advance to the next stage of training, and evaluates whether a trainee has completed the training program. The Committee evaluates and approves courses and facilities submitted by pilot members to qualify for credit as continuing education (see Part VIII).</p> <p>The Association President (the “President”) appoints the Training Committee Chair (“Training Chair”) from among the members of the Training Committee to administer the Association’s training program. [The Training Chair is the point of contact for trainees and the coordinator of training activities, as well as the Association lead on all training issues. He or she has the authority to direct trainees to train or to refrain from training</p>	

Comment [JH2]: “Catch all” statement conveys the sweep of the chair’s responsibilities, in lieu of long list here.

Existing 2012 Volume II	Proposed Volume II	Comments
<p>issues and Trainee status, including notification to Training Pilots of a Trainee's authorization to begin supervised movements.</p> <p>6) Oversight, review and monitoring of Trainee progress in the Association Training Program.</p> <p>7) Coordination, conflict resolution and authorization of training opportunities for Trainees.</p> <p>8) Receive reports from Training Pilots on non-acceptance of Trainees and make required reports.</p> <p>9) Authority to direct Trainees to train or to refrain from training with specific pilots or on specific ships or classes of ships or on specific waterways.</p> <p>10) Maintenance and publication of a list of Training Committee approved Continuing Education courses that satisfy the requirements of Part VIII.</p> <p>11) Administrative duties of the Training Chair may be delegated to other members of the Training Committee or the Association's office.</p> <p>(c) Training Committee. The President of SEAPA will appoint Pilot Members to the Training Committee. The Committee shall be comprised of at least 7 of the Association's Pilot Members.</p> <p>1) The Training Committee will provide assistance to the Training Chair in supervising and directing all aspects of the Training Program, under the direction of the SEAPA President and Board of Directors.</p> <p>2) The Training Committee is required by the Bylaws to meet periodically to review and monitor the progress of all Trainees. Additionally, the Bylaws require</p>	<p>with specific pilots or on specific ships or classes of ships or on specific waterways.</p> <p>Training pilots, discussed in Part IX, are the individuals who impart to trainees the knowledge, skills and abilities required in piloting.</p> <p>Trainees. Each trainee is responsible for his or her own progression through the training process. This includes understanding and meeting the requirements and expectations of the Training Committee, the Training Chair and training pilots.</p>	

<p>that the Training Committee members be responsible for the coordination of a Trainee’s training with other Trainees and the vessels or facility at which the training will occur; this coordination will be under the direction of the Training Chair.</p> <p>3) To ensure the most complete training experience and compliance with the intent of the Training Program, the Training Committee may direct Trainees to train with specific pilots, or on specific ships or classes of ships, or on specific waterways or ports. The Training Committee may also instruct Trainees to refrain from training with specific pilots.</p> <p>4) The Training Committee is responsible for conducting a final assessment of a Trainee’s completion of the SEAPA Training Program and informing the SEAPA Board of Directors that a Trainee is ready to begin work as a Deputy Marine Pilot upon successful completion of the Regional Local Knowledge Examination.</p> <p>5) The Training Committee shall evaluate and approve courses and facilities submitted by the membership for approval under the Continuing Education requirements of Part VIII.</p> <p>(d) Training Pilots. Part IX of this Training Program addresses the role and responsibilities of Training Pilots. Training Pilots are a critical element in the development of appropriate knowledge, skills and abilities by Trainees in the process of becoming a licensed Pilot.</p> <p>(e) Trainees. Each Trainee has direct, individual responsibility for their own progression within the Association Training Program as well as individual</p>		
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Existing 2012 Volume II	Proposed Volume II	Comments
<p>responsibility for determining, understanding and meeting the requirements and expectations of the Training Committee, the Training Chair and Training Pilots to which assigned.</p> <p>(f) Training Committee approval of specific courses under Part VIII(a)(2)(ii) is required under Part II(c)(5). To facilitate prior approval, courses shall be submitted for review prior to a scheduled Training Committee meeting. Approved courses will be posted on the Association website in accordance with Part II(b)(10).</p>		
<p><u>PART III – Requirements Applicable to All Trainees</u></p> <p>(a) Upon acceptance into the Association Training Program, Trainees will meet with the Training Chair to develop a tailored Trainee training plan and align expectations for the accomplishment of the Association Training Program. The Chair shall submit this plan to the Training Committee for approval prior to training. Trainees will be categorized according to their status under applicable State regulations as either a Marine Pilot Trainee; a Deputy Marine Pilot Trainee; or a Deputy Marine Pilot Apprentice Trainee. Each Trainee Training Plan will address at a minimum:</p> <ol style="list-style-type: none"> (1) The specific training category of the individual Trainee. (2) The amount of Federal Pilotage held and projected date to accomplish full Federal Pilotage in Southeast Alaska. (3) The accomplishment of specific training curriculum required under this Part. (4) The projected date to take the State Core Examination. 	<p>PART III – Requirements Applicable to All Trainees</p> <p>(a) Upon acceptance into the Association training program each trainee will have an orientation session with the Training Chair or their designee(s). The parties will jointly develop a training plan to align expectations between the trainee and the Training Committee, identifying:</p> <ul style="list-style-type: none"> • The training category of the trainee (deputy, apprentice, or marine pilot transfer). • The amount of Federal Pilotage held, and projected date to complete the routes specified in 12 AAC 56.026(2)(B) and the State marine pilot core exam. • Projected date to obtain all Southeast Alaska Federal pilotage. • The projected date to complete the State supervised maneuvers. • The projected date to take the State Regional Local Knowledge Examination and obtain initial license. • This training plan will be part of the Trainee’s file and may be updated as necessary. 	<p>Overkill to have trainee’s plan approved by committee— this can be (and is being) left to the chair.</p> <p>Just formatting differences.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
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<p>(5) The projected date to complete the State supervised maneuvers.</p> <p>(6) The projected date to take the State Regional Local Knowledge Examination.</p> <p>(7) The projected date for initial licensure in Region One.</p> <p>(8) In accordance with each individual Trainee Training Plan, Trainees shall complete the following training curriculum as directed by the Training Chair. At a minimum, topics to be addressed include:</p> <p>(a) Passage planning and transits in pilotage waters.</p> <p>(b) Emergency maneuvers and use of anchors.</p> <p>(c) Moorings and unmoorings from buoys, including use of lineboats.</p> <p>(d) Dockings and undocking of cruise and cargo vessels.</p> <p>(e) Maneuvers in ice.</p> <p>(f) Master Pilot Exchange (MPX) and Master – Pilot relations/responsibilities.</p> <p>(g) Completion of a Bridge Resource Management Course, if not previously completed, that meets the requirements of 12 AAC 56.028(a) (5).</p> <p>(h) Successful completion on the Association simulator, of a routine transit of a waterway, under the supervision of a Training Pilot.</p> <p>(i) Successful completion on the Association simulator, of an emergency maneuver, under the supervision of a Training Pilot.</p> <p>(b) Specific requirements, in addition to the requirements of this Part, for Marine</p>	<p>Other elements of the orientation will be:</p> <ul style="list-style-type: none"> • Pilot ladder safety briefing including equipment and best practices. This briefing must take place before the trainee embarks on any training evolutions that involve pilot ladder use. • Master Pilot Exchange (MPX) and Master – Pilot relations/responsibilities. • Introductory review of the training program including this document, the state Pilot Regulations and <u>18 AAC 75, Oil and Other Hazardous Substances Pollution Control</u>. • Discussion of expectations with regard to the trainee’s preparation for each voyage and passage planning. 	<p>Eliminating these ‘bread and butter’ topics from orientation because they are covered in depth by the training pilots on the water.</p> <p>The BRM requirement is under Part V.</p> <p>Replacing use of Association simulator with a regional simulator shiphandling class, to be facilitated by training pilot (at AVTECH or UAS Ktn).</p>
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Comment [JH4]: Added due to language at 12 AAC 56.035 (c) requiring program to impart this information.

Existing 2012 Volume II	Proposed Volume II	Comments
<p>Pilot Trainees; Deputy Marine Pilot Trainees; or Deputy Marine Pilot Apprentice Trainees are provided in Parts IV, V and VI of this program respectively.</p> <p>(c) All Trainees shall be enrolled in the SEAPA drug and alcohol testing program.</p> <p>(d) Trainees shall comply with all applicable federal and state laws. Violation of applicable federal or state laws may be grounds for disciplinary action, up to and including dismissal from the Training Program.</p> <p>(e) In order to become a state licensed Pilot in Region One; a Trainee must possess a valid U.S. Coast Guard license, with radar endorsement and endorsement for first class pilotage without tonnage restrictions for the entire Southeastern Alaska Region. Due to fluctuating marine traffic patterns, a Federal Pilotage observer requirement designated by the USCG COTP may be unobtainable from time to time. An omission of one or more of the required routes on a Trainee's Federal license may be accepted by the Training Committee only upon a showing of good cause by the Trainee. A Trainee, who has otherwise completed all of the Federal Pilotage observer requirements, may request the Training Committee to review the availability of vessel traffic to meet specific Federal observer requirements that the Trainee believes are unobtainable. The request for review must be in writing and accompanied by documentation that demonstrates the completion of all other Federal Pilotage requirements.</p> <p>(1) Upon a receipt of a request to review a particular Federal observer requirement, the Training Committee will review the vessel traffic of the area in question to determine whether during the period commencing from time of acceptance</p>	<p>(b) Trainees will be enrolled in the SEAPA drug and alcohol testing program prior to embarking on any SEAPA-sponsored training activities.</p> <p>(c) To become a state licensed deputy marine pilot in Region One, a trainee must hold a valid U.S. Coast Guard license with endorsements for radar observer and first class pilotage without tonnage restrictions for the entire Southeastern Alaska Region. However, with fluctuating marine traffic patterns Federal Pilotage route(s) may be unobtainable from time to time due to lack of observing opportunities. An omission of one or more Region One routes on a trainee's Federal license may be accepted by the Training Committee only upon a showing of good cause by the trainee. Reference 12AAC 56.028(a).</p>	<p>The need to not break the law is noted under misconduct.</p> <p>No real substance change, just fewer words. There is no requirement in the pilot regs that the marine pilot coordinator be involved in this waiver—it is delegated to the training program which routes a candidate must have for initial licensing.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
<p>into the Training Program to present, the vessel traffic did not support accomplishment of the requirements.</p> <p>(2) If the Training Committee determines that insufficient vessel traffic existed for the completion of the Federal observer requirement, the Training Committee may recommend to the State Marine Pilot Coordinator a waiver of the specific requirement for the purposes of meeting the requirements to commence supervised maneuvers.</p> <p>(3) If the Training Committee determines that sufficient vessel traffic existed for the completion of the training requirement, the Training Committee shall direct the Trainee to complete the requirement.</p> <p>(4) If a requirement for which vessel traffic has been determined to be inadequate subsequently becomes viable, the Training Committee shall inform any Trainees affected, that all remaining observer trips for that requirement must be completed in the area as specified by USCG.</p> <p>(5) Failure to comply with the Association Training Program, when training opportunities have been reasonable available, may not be deemed as sufficient evidence of non-availability for a waiver request.</p> <p>(f) Trainees are responsible for determining the observer and supervised maneuver requirements, planning specific training opportunities to meet those requirements, and submitting requests for training opportunities as directed by the Training Chair.</p> <p>(1) The Association provides support by sponsoring Trainees for observer trips on various vessels, including but not limited to cruise ships, cargo ships and ships of the Alaska Marine Highway System.</p> <p>(2) Trainees are responsible for making their own travel and lodging arrangements for training opportunities. The office will</p>	<p>(d) Training evolutions. Trainees are responsible for planning training activities in accordance with their own schedule and training plan. Where vessels under State pilotage are concerned (cruise and cargo ships), requests for trips must be made through the Training Chair. Requests for observing trips aboard vessels of the Alaska Marine Highway may be made directly to the AMHS Port Captain. Additionally:</p> <p>1. Trainees are responsible for making their own travel and</p>	<p>Just editorial changes through here....</p>

Existing 2012 Volume II	Proposed Volume II	Comments
<p>advise if space is available on chartered transportation. If space is not available, each Trainee is responsible for arranging their own transportation to or from an assignment.</p> <p>(3) Trainees are responsible for their own expenses incurred in the completion of the Training Program.</p> <p>(4) Trainees should consult other Trainees and Deputy Marine Pilots for assistance in strategizing and submitting for training opportunities</p> <p>(5) The Training Chair will provide for a fair and equitable Trainee dispatch subject to the best interests of the Association. Trainee availability for training opportunities is an individual decision and will be equitable (consistent with the best interests of the Association) for all Trainees that make the decision to be in-region, available for training.</p> <p>(6) Trainees may not “self-authorize” for a training opportunity. A Trainee may not embark on a training opportunity without prior authorization by the Training Chair or office staff.</p> <p>(7) Trainees must complete a Pilot Transfer Safety curriculum, as directed by the Training Officer, prior to dispatching on any training opportunity that involves the use of any pilot ladder (regardless of height of ladder). Trainees shall carry, use and maintain the minimum personal safety gear required by the Training Committee while engaged in transfer to or from a vessel underway.</p> <p>(g) Trainees are expected to present themselves professionally at all times. The Training Chair is authorized to modify or supplement Trainee training protocol as necessary.</p> <p>(1) A Trainee authorized a training opportunity is expected to complete it. If unable to complete an authorized training opportunity, Trainees shall promptly</p>	<p>lodging arrangements, except that trainees may travel on chartered transportation if space is available (check with SEAPA office).</p> <p>2. Trainees are responsible for their own expenses incurred in the completion of the training program.</p> <p>3. Trainees should consult with other trainees and deputy marine pilots when strategizing and submitting for training opportunities.</p> <p>4. The Training Chair will schedule a fair and equitable trainee dispatch subject to the best interests of the Association, and considering the varying degrees to which different trainees make themselves available for training opportunities.</p> <p>5. Trainees may not “self-authorize” for a training opportunity, i.e. may not embark on a vessel under State pilotage without prior authorization by the Training Chair or SEAPA administrative staff.</p> <p>6. Trainees are expected to present themselves professionally and maintain clean grooming at all times. Trainees shall wear coat, tie and slacks for cruise ships and yachts; button-down shirt and slacks for AMHS vessels; clean, functional clothing for cargo ships.</p> <p>7. A trainee authorized a trip is expected to complete it. If unable to do so, the trainee shall promptly notify the SEAPA office and Training Chair so that the vessel agent can be notified.</p> <p>8. Trainees should contact the training pilot(s) assigned to the vessel they desire to train on prior to the voyage.</p> <p>9. It is the trainee’s responsibility to get adequate rest and be fully able</p>	<p>Ladder covered in initial orientation session, III(a), above.</p> <p>Trainees no longer required to carry personal safety gear because of pilot vessels now carry SEAPA PFDs.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
<p>notify the SEAPA office.</p> <p>(2) Trainees should make a reasonable effort to contact the Training Pilot(s) assigned to the vessel they desire to train on.</p> <p>(3) The following dress guidelines apply to Trainees:</p> <p>(a) Training on Cruise Ships and yachts: Coat and tie, slacks, clean grooming.</p> <p>(b) Training on AMHS Vessels: Slacks, button-down shirt, clean grooming.</p> <p>(c) Training on Cargo Ships: Clean functional clothing, clean grooming.</p> <p>(h) It is the Trainee’s responsibility to ensure adequate rest so that he or she is fully able to participate in training opportunities. Trainees shall observe applicable rest rules in place by Federal or State law or regulation.</p> <p>(i) Observer Trip Requirements. Observer trips are required for both Federal and State pilotage. Requirements for recording observer trips are in Part III (k)(1).</p> <p>(1) Trainees are expected to be prepared for observer trips as if they were planning on assuming the conn under instruction. The minimum standard that Trainees should use for preparations any time they embark on a training opportunity is the Training Evaluation Forms as indicated under Part III, (k)(2).</p> <p>(2) Observer trips for Federal Pilotage shall be in accordance with the requirements of the USCG Southeast Alaska Federal Pilot Licensing requirements. Trainees are expected to be present on the bridge prior to vessel arrival into designated areas as required by the USCG Southeast Alaska Federal Pilot Licensing requirements (for Federal observer trips) or as designated by the Training Chair (for State observer trips). (Appendix 4, Region One Designated Areas)</p> <p>(3) The observer requirements for the State Pilotage program shall be accomplished while the individual is in the Association training program. The observer</p>	<p>to participate in training opportunities, observing applicable Federal rest rules.</p> <p>(e) Observer Trip Requirements. Observer trips are required for both Federal and State pilotage.</p> <ol style="list-style-type: none"> 1. Trainees are expected to prepare for observer trips as if they were assuming the conn under instruction. 2. Observer trips for Federal pilotage shall be in accordance with the requirements of the USCG Southeast Alaska Federal pilot licensing requirements. 	<p>The COTP package covers when observers need to be on the bridge....</p> <p>“Designated Areas” language is gone from pilot regs. That appendix is deleted.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
<p>requirements of the State Pilotage program may be run concurrently with the completion of Federal Pilotage observer trips by a Trainee. It is not mandatory that a Trainee have completed their Federal Pilotage prior to conducting observer trips for their State Pilotage requirements.</p> <p>(4) In addition to the requirements for Federal Pilotage under the USCG, additional trips as a pilot observer in other areas may be directed by the Training Committee. State Pilotage Observer Trips are required in the following areas:</p> <p>(a) Tracy Arm/Endicott Arm – two round trips in any combination.</p> <p>(b) Misty Fjords – two round trips</p> <p>(c) One observer trip is required in each area prior to commencement of supervised maneuvers in that area in accordance with Part III(j).</p> <p>(5) Observer trips required under Part III (i)</p> <p>(4) (a)-(c) must be on vessels of at least 1,600 gross tons.</p> <p>(6) Observer trips required under Part VIII must be made on vessels equipped with working radar, fathometer, and compass.</p> <p>(j) Supervised Movement Training Requirements. Supervised movements may be commenced only upon completion of the specific requirements identified under Parts IV, V or VI of this Training Program as appropriate to respective Trainee categories. A Trainee shall be authorized to commence supervised training subject to the following:</p> <p>(1) Each Trainee shall notify the Training Chair, in writing, of completion of the core exam and all applicable requirements necessary for the commencement of supervised movements and provide the following:</p> <p>(a) A full-sized copy of both sides of the Trainee’s valid USCG</p>	<p>3. As allowed in 12 AAC 56.068, this training program requires observation trips in addition to those required for Federal pilotage. These trips must be made after the trainee has been formally accepted into the Association training program. Unless otherwise specified, they must be obtained on vessels of at least 1,600 gross tons. Observation trips are required for:</p> <p>A. Tracy Arm/Endicott Arm – two round trips in any combination.</p> <p>B. Misty Fjords – two round trips.</p> <p>C. For all ports and waterways in the region, one observer trip before doing supervised maneuvers in that port or waterway.</p> <p>4. The observation trips required under this part shall be documented on the Training Record (TR).</p> <p>5. If a trainee finds that he or she is unable to complete the Misty Fjords observing requirement due to lack of tonnage traffic or berthing availability on such vessels, the trainee may request a waiver of the tonnage requirement from the Training Committee. If granted, the observing requirement may be met aboard any vessel equipped with working radar, fathometer, and compass.</p> <p>(f) Supervised Movement Training Requirements.</p> <p>1. Supervised movements at the conn may begin only after:</p> <p>A. Completion of the State Core Examination described at 12 AAC 56.070(e).</p> <p>B. The trainee holds Federal First Class pilotage without tonnage restriction for the routes listed at 12 AAC 56.026(a)(2)(B), except that this does not apply to marine</p>	<p>This continues to be just editorial clean-up in this part except as noted.</p> <p>New language. State pilot regs do not require tonnage for observing.</p>

Comment [JH3]: Covered in that section.

Existing 2012 Volume II	Proposed Volume II	Comments
<p>license, with radar endorsement and an endorsement of first class pilotage without tonnage restrictions for the routes as designated in 12 AAC 56.026(a)(2)(B). Trainees may commence supervised movements after holding all the minimum Federal Pilotage required AND Federal Pilotage for the area in which the training is to occur except for areas that are unavailable-as approved by the Training Committee. See Part IV for exceptions applicable to Marine Pilot Trainees with respect to Federal Pilotage endorsements.</p> <p>(b) The date of completion of the State of Alaska Core Examination, and</p> <p>(c) Proof of license insurance prior to participating in supervised maneuvers, and</p> <p>(d) Completion of a Board of Marine Pilots approved shiphandling course within three (3) years before training at the conn. Marine Pilot Trainees are exempt from this requirement.</p> <p>(2) Trainees may commence supervised training only after the Training Chair has notified the State Marine Pilot Coordinator in writing of acceptance to begin supervised training and provided notification to Training Pilots.</p> <p>(3) Trainee supervised movements are divided into three (3) phases. The Training Committee will approve each Trainee's progression from each phase to the next. The requirements of this paragraph do not apply to individuals qualifying as Marine Pilot Trainees under Part IV of this program.</p> <p>(a) <u>Training Phase</u>. This phase is the</p>	<p>pilot trainees transferring from another Alaska region.</p> <p>C. The trainee has license insurance and provided evidence to the Training Chair.</p> <p>D. Deputy and Apprentice only: the trainee has completed the shiphandling class required at Part V(a)(2).</p> <p>E. The trainee has notified the Training Chair in writing that they have met these requirements, and provided a copy of all pages of their Merchant Mariner Credential showing pilotage and radar observer endorsements.</p> <p>F. The Training Chair has notified the State Marine Pilot Coordinator in writing of acceptance to begin supervised training and provided notification to training pilots.</p> <p>2. The trainee must have First Class Pilotage without tonnage restriction for any given waterway before they can perform work at the conn on that waterway.</p>	<p>No changes to policy here, just reorganized.</p> <p>Description of the three phases is now in Part IV because it applies to deputy and apprentice only.</p>

<p>beginning stage of supervised movements and may be completed with minimal assistance, however may involve structured demonstration by the Training Pilot. This phase may not count for more than three (03) cruise vessel and two (02) cargo vessel movements of the overall requirements. Additional Training Phase maneuvers may be required by the Training Committee or requested by the Trainee, however they will be in addition to the requirements in the Coaching and Assessing Phases.</p> <p>(b) <u>Coaching Phase</u>. Maneuvers in this phase should be completed with minimal assistance from the Training Pilot. There is no limit on the number of maneuvers in this phase, in that the Trainee will not progress into the final phase (Assessment) without review and authorization by the Training Committee. The supervised maneuvers in this phase form the bulk of the training process.</p> <p>(c) <u>Assessment Phase</u>. All maneuvers in this phase must be completed without any assistance from the Training Pilot. This phase requires that all maneuvers be completed satisfactorily. Assessments must be completed subject to the following:</p> <p>(A) A minimum of:</p> <ul style="list-style-type: none"> (1) Two (02) assessments docking cruise vessels; (2) One (01) assessment undocking a cruise vessel; (3) Two (02) assessments docking cargo vessels; (4) One (01) assessment undocking a cargo vessel; 		
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Existing 2012 Volume II	Proposed Volume II	Comments
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<p>(5) One (01) round-trip transit on a cruise vessel in ice conditions in Disenchantment Bay, or Tracy Arm, or Endicott Arm; and</p> <p>(6) All assessments in this phase must be satisfactorily completed before completion of the Association Training Program.</p> <p>(B) No more than two (02) assessments may be completed by the same Training Pilot.</p> <p>(4) A Trainee requesting to assume the conn-under-supervision for the purpose of completing a required supervised transit or supervised maneuver, is expected to be on-the-bridge in sufficient time to thoroughly assess the navigational and maneuvering situation on the bridge, the status of pending bridge operations, brief the Training Pilot as required by 12 AAC 56.026(f), and assume the conn-under-instruction in sufficient time to make security calls consistent with the guidelines of the Southeast Alaska Voluntary Waterway Guide appropriate to the evolution. Where no specific security call checkpoint is provided for, the Trainee is expected to be on the bridge in sufficient time to establish situational awareness, brief the Training Pilot, and assume the conn-under-instruction in an orderly, professional and thorough manner, while allowing ample time for the Trainee to make appropriate communications calls as described above.</p> <p>(5) Supervised training maneuvers may only be supervised and signed by the Training Pilot.</p> <p>(6) All maneuvers must be performed on vessels subject to AS 08.62 except that</p>	<p>3. A Trainee requesting to assume the conn for a supervised transit or maneuver is expected to be on-the-bridge in sufficient time to thoroughly assess the navigational and maneuvering situation on the bridge, the status of pending bridge operations, brief the training pilot as required by 12 AAC 56.026(f), and assume the conn in sufficient time to make security calls consistent with the guidelines of the Southeast Alaska Voluntary Waterway Guide where applicable.</p> <p>4. Supervised training maneuvers may only be supervised and signed by a training pilot.</p> <p>5. All maneuvers must be performed on vessels subject to AS 08.62 with two exceptions:</p>	
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Existing 2012 Volume II	Proposed Volume II	Comments
<p>upon a showing of cause by the Trainee and prior approval by the training Committee, not more than three (03) dockings and three (03) moorings and three (03) undockings and three (03) unmoorings at non-cruise ship ports that were performed in a board approved simulator may be substituted for the supervised maneuvers at the physical site. Supervised maneuvers on vessels under enrollment of not less than 1,600 gross tons require prior approval of the Training Committee. Additional requirements for port-specific training by simulator, as follows:</p> <p>(a) supervision by a licensed marine pilot for Southeastern Alaska Region with a training pilot endorsement if the training is being used to fulfill a requirement of this subsection;</p> <p>(b) performed in real time from port entry to berth;</p> <p>(c) performed in an Association-approved simulator;</p> <p>(d) performed on a model of each port for which the maneuver is required;</p> <p>(e) evaluated in accordance with 12 AAC 56.026(f) on a form required under Part III (k) (2); and</p> <p>(f) performed under the Training Committee requirements for that port.</p> <p>(7) Supervised transits at the conn are required as provided in 12 AAC 56.028(4), with at least one (01) transit in each waterway in each direction except as indicated in Part III(j) (8) below:</p> <p>a. Saginaw Channel;</p> <p>b. Favorite Channel;</p> <p>c. Decision Passage;</p> <p>d. North Inian Passage;</p> <p>e. Revillagigedo Channel;</p>	<p>A. If approved by the Training Committee due to a shortage of vessel training opportunities, not more than three dockings and undockings at non-cruise ship ports, and three moorings and unmoorings, may be performed using a simulator in accordance with 12 AAC 56.028(a)(1)(D) and (E). Maneuvers conducted on a simulator must be supervised and evaluated by a SEAPA training pilot as if the maneuver was real, performed in real time from port entry to berth, and performed in a Training Committee-approved simulator modelling Southeast Alaska ports.</p> <p>B. Supervised maneuvers on vessels under enrollment of not less than 1,600 gross tons may count for up to 15% of the maneuvers. These evolutions require prior approval of the Training Committee.</p> <p>6. Of the maneuvers counting towards licensure:</p> <p>A. No more than 40 percent may be made under the supervision of the same training pilot.</p> <p>B. At least 15 percent must be performed within the period beginning October 1 and ending April 1.</p> <p>C. At least 15 percent must be performed with tug assistance.</p> <p>7. Supervised transits at the conn are required as per 12 AAC 56.028(3), with at least one transit in each waterway in each direction except as indicated in Part III(e)(8) below. The waterways are:</p> <ul style="list-style-type: none"> • Saginaw Channel • Favorite Channel • Decision Passage • North Inian Passage • Snow Passage 	<p>These percentages are shown here instead of the later parts because they apply to all trainees.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
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<p>f. Tongass Narrows; g. Disenchantment Bay; h. Glacier Bay, including from Young Island to Willoughby Island, Tarr Inlet and John Hopkins Inlet to Jaw Point; i. Tracy Arm/Endicott Arm; j. Snow Passage; k. Sitka from sea; l. Gastineau Channel</p> <p>(8) In addition to the requirements above, additional supervised transits at the conn may be directed by the Training Committee in those areas identified by the Committee where the difficulty of the route and the volume of shipping make additional supervised transits necessary. The following areas require additional transits as indicated:</p> <p>(a) Snow Passage: on vessels over 40,000 GT</p> <p>i. Two (2) north bound transits from Key Reef to Point Colpoys. ii. Five (5) south bound transits from Point Colpoys to Key Reef.</p> <p>(b) Supervised transits performed under ice conditions</p> <p>i. Tracy Arm: on vessels over 40,000 GT</p> <p>1. Two (2) inbound transits over the bar from 2 miles before Harbor Is. to mile 12. 2. Two (2) outbound transits over the bar from Mile 12 to west of Harbor Is. 3. One (1) round trip in Tracy Arm/Endicott Arm (may be combined with Part III(j)(8)(b)(i)(1-2)).</p> <p>ii. Yakutat Bay: on vessels over 40,000 GT</p> <p>1. One (1) round trip from Yakutat Bay pilot Station to Pt. Latouche. 2. One (1) round trip in Disenchantment Bay north of Pt. Latouche (may be combined with</p>	<ul style="list-style-type: none"> • Revillagigedo Channel • Tongass Narrows • Disenchantment Bay • Glacier Bay, including from Young Island to Willoughby Island, Tarr Inlet, and John Hopkins Inlet to Jaw Point • Tracy Arm/Endicott Arm • Sitka from sea • Gastineau Channel <p>8. Due to the difficulty of the routes, the following additional supervised transits at the conn are required:</p> <p>A. Snow Passage, on vessels over 40,000 GT:</p> <p>i. Two north bound transits from Key Reef to Point Colpoys. ii. Five south bound transits from Point Colpoys to Key Reef.</p> <p>B. Supervised transits performed under ice conditions. The determination of whether conditions for a given maneuver qualify as "ice conditions" for this Part, is made by the training pilot:</p> <p>i. Tracy Arm, on vessels over 40,000 GT:</p> <p>a) Two inbound transits over the bar from two miles before Harbor Island to mile 12. b) Two outbound transits over the bar from Mile 12 to west of Harbor Island. c) One round trip in Tracy Arm/Endicott Arm. May be combined with the bar transits of this paragraph.</p> <p>ii. Yakutat Bay, on vessels over 40,000 GT:</p>	<p>This is the only change to this material.</p>
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Existing 2012 Volume II	Proposed Volume II	Comments
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<p>Part III (j)(8)(b)(ii)(1), iii. Glacier Bay: One (1) round trip in Glacier Bay north of Russell Island.</p> <p>(9) The regional requirements for a Marine Pilot Trainee; Deputy Marine Pilot Trainee and Deputy Marine Pilot Apprenticeship for supervised dockings and undockings; supervised moorings and unmoorings; and supervised anchorings are established in Parts IV, V and VI to this program respectively.</p> <p>(10) The Trainee shall ensure that he or she fully understands what will be required to achieve a successful maneuver, prior to the commencement of the maneuver. Trainee and Training Pilot alignment of expectations is particularly critical for pre-supervised maneuver and pre-supervised transit preparations of a Trainee. Per 12 AAC 56.026(f), the Trainee is required to give a briefing of a planned maneuver to the Training Pilot before the maneuver. At a minimum, this briefing shall be in writing, prior to the maneuver, on a form required under Part III(k)(2).</p> <p>(11) The Training Pilot may prevent the maneuver before it begins, if the Training Pilot believes that the Trainee has not sufficiently prepared to undertake the maneuver. Part IX provides additional guidance for Training Pilots.</p> <p>(k) A key element in the assessment of a Trainee's progress in the Association Training Program is the proper completion and submission of required reports. It is the Trainee's responsibility to ensure reporting requirements established by the Training Chair are met, including but not limited to the following:</p> <p>(1) At the completion of an observer transit, the Trainee shall provide the Pilot (or vessel Master if no state licensed pilot onboard) with the properly completed form for signature.</p>	<p>a) One round trip from Yakutat Bay pilot station to Pt. Latouche.</p> <p>b) One round trip in Disenchantment Bay north of Pt. Latouche.</p> <p>iii. Glacier Bay: One round trip in Glacier Bay north of Russell Island.</p> <p>9. The trainee should ensure that he or she fully understands what will be required to achieve a successful maneuver, prior to the commencement of the maneuver; trainee and training pilot alignment of expectations is critical. This is achieved during the pre-maneuver briefing required under 12 AAC 56.026(f).</p> <p>10. The training pilot may prevent the maneuver before it begins, if the training pilot believes that the trainee has not sufficiently prepared to undertake the maneuver. Part IX provides additional guidance for training pilots.</p> <p>(g) Training Documentation. It is the trainee's responsibility to ensure that their progress through the training program is being properly documented. Failure to manage their records as detailed below will be considered a violation of the training program.</p>	<p>Re-org changed this somewhat.</p> <p>Removed requirement that the briefing be in writing. (Training pilot can always ask for something in writing if they want.)</p>
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Existing 2012 Volume II	Proposed Volume II	Comments
<p>i. Observer trips conducted for Federal pilotage requirements shall be on the form required by the USCG Southeast Alaska Federal Pilot Licensing requirements.</p> <p>ii. Observer trips conducted for State pilotage requirements shall be on a form designated by the Training Chair.</p> <p>(2) The Trainee shall document all supervised movements on the proper form provided in this Training Program and at the completion of a supervised movement, the Trainee shall provide the Training Pilot this form for the purpose of evaluating the Trainee's maneuver. Maneuvers completed under the Training and Coaching Phases shall be evaluated on the Training Evaluation Report (TER). Maneuvers completed under the Assessment Phase shall be evaluated on the Trainee Assessment Report (TAR) as provided in the appendix to this Training Program. The Training Pilot shall provide on the appropriate form a written evaluation of the Trainee's maneuver.</p> <p>i. The evaluation shall clearly state whether, in the judgment of the Training Pilot, the maneuver was satisfactory.</p> <p>ii. The evaluation shall clearly state whether the maneuver counts towards the Trainee's State of Alaska licensing requirements.</p> <p>iii. Any unsatisfactory evaluation shall have a detailed explanation as to why it was unsatisfactory. Any Trainee who has received an unsatisfactory mark on an evaluation for a maneuver shall provide the Training Chair with a copy of the evaluation within five (05) days of the maneuver.</p> <p>(3) Trainees shall submit the original and two copies of all "TER" and "TAR"</p>	<p>1. The trainee shall document all supervised movements on the Training Record (TR) form provided in Appendix One. The training pilot shall include on the TR a written evaluation of the trainee's maneuver.</p> <p>2. The evaluation shall clearly state whether, in the judgment of the training pilot, the maneuver was satisfactory, and whether the maneuver counts towards the trainee's State of Alaska licensing requirements.</p> <p>3. Any unsatisfactory evaluation shall have a detailed explanation as to why it was unsatisfactory. Any trainee who has received an unsatisfactory mark on an evaluation for a maneuver shall provide the Training Chair with a copy of the evaluation within five days of the maneuver.</p> <p>4. Trainees shall submit the original and two copies of all TRs (successful and unsuccessful) to</p>	<p>Documentation of observing trips covered earlier.</p> <p>Consolidating the TER and TAR, and also the State observing form, into one form, the TR.</p> <p>Otherwise, just organizational changes through here.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
<p>forms (successful and unsuccessful) to the Training Chair within one month of completion of the maneuver. The Training Chair and pilot members designated by the Training Chair will review all Training Evaluation Records submitted for completeness and compliance with the Training Program. Each existing TER and TAR forms received will be forwarded as follows:</p> <ol style="list-style-type: none"> i. The original to the State Marine Pilot Coordinator; ii. A copy to the Training Pilot, and iii. A copy placed in the Trainee's office file. <p>(4) Unacceptable TER's and TAR's will be addressed by the Training Chair as appropriate.</p> <p>(I) Quarterly reports are required to be submitted by Trainee's not later than 01 February, 01 May, 01 August and 01 November each year for the quarter ending 30 days previous. The Training Chair shall establish the format and content of the quarterly reports. At a minimum, each quarterly report shall be submitted as follows:</p> <ol style="list-style-type: none"> (1) Quarterly reports submitted to the State Marine Pilot Coordinator shall contain a summary of completed training activity for the previous quarter, proposed activity for the next quarter, estimated date of licensure, and a copy of the Trainee's Federal License each time there are changes to the endorsements of First Class Federal Pilotage. (2) Trainees shall maintain a training file as directed by the Training Committee. At a minimum, the following requirements apply to the training file: <ol style="list-style-type: none"> i. Trainees shall update their office training file (not later than one month after the end of the quarter) with copies of all information submitted directly to the State Marine Pilot Coordinator (including copies of previously 	<p>the Training Chair within one month of completion of the maneuver. The Training Committee will review all TRs submitted for completeness and compliance with the Training program. TRs will be forwarded as follows:</p> <ul style="list-style-type: none"> • The original to the State Marine Pilot Coordinator (MPC); • A copy to the training pilot, and • A copy placed in the trainee's office file. <ol style="list-style-type: none"> 5. Unacceptable TRs will be addressed by the Training Chair as appropriate. 6. Trainees shall maintain a training file in the SEAPA office containing the quarterly reports filed with the MPC (see below), copies of all TRs, and course completion certificates. The file should be updated at least quarterly, within a month of filing each report with the MPC. The Training Committee may review the trainee's file at any time. <p>(h) Quarterly reports are required to be submitted by trainees not later than 01 February, 01 May, 01 August and 01 November each year for the quarter ending 30 days previous. The Training Chair shall establish the format and content of the quarterly reports. At a minimum, each quarterly report shall contain a summary of completed training activity for the previous quarter, proposed activity for the next quarter, estimated date of licensure, and a copy of the trainee's Merchant Mariner Credential each time there are changes to the endorsements of First Class Federal Pilotage.</p>	

Existing 2012 Volume II	Proposed Volume II	Comments
<p>provided unsatisfactory supervised maneuvers).</p> <p>ii. Trainees shall maintain a Training Log as directed by the Training Committee. Trainees shall log training activity (see Part XI, 'Definitions') in each, and every, calendar quarter. The Trainee shall encourage Training Pilots to make written comments in their Training Log concerning all aspects of training. These entries need not be limited to matters pertaining solely to ship's maneuvers conducted by the Trainee.</p> <p>iii. The Training Committee may request to review the Trainee's training file at any time.</p> <p>iv. Trainees shall provide additional copies of their quarterly reports as directed by the Training Chair.</p> <p>(3) Failure to properly submit reports as required will be considered a violation of the Training Program.</p> <p>(m) If the Training Committee has made a determination that a candidate has not progressed in a satisfactory manner, consistent with the individual Training Plan, or that the Trainee has not conducted themselves in a professional manner, the Committee will provide the Trainee with a written explanation of the deficiencies including specific suggestions on how to remedy the deficiencies. The Association shall provide a copy of this correspondence in the Trainee's training file and to the State Marine Pilot Coordinator. A Trainee may be dismissed from the Association's Training Program as provided in Part X for failure to make satisfactory progress or repeated conduct inconsistent with the written expectations provided.</p> <p>(n) Due to fluctuating marine traffic patterns, a training requirement specified in this program may be unobtainable from time to time. A Trainee, who has otherwise completed all of the training requirements of the Association</p>		<p>Deleted training "log". Maintaining a file of TRs is the documentation.</p> <p>This is covered in Part X. (Eliminating redundancy where possible.)</p>

Existing 2012 Volume II	Proposed Volume II	Comments
<p>Training Program, may request the Training Committee to review the availability of vessel traffic to meet specific training requirements that the Trainee believes are unobtainable. The request for review must be in writing and accompanied by documentation that demonstrates the completion of all other training requirements.</p> <p>(1) Upon receipt of a request to review a particular training requirement, the Training Committee will review the vessel traffic of the area in question to determine whether during the period commencing from time of acceptance into the Training Program to present, the vessel traffic did not support accomplishment of the requirements.</p> <p>(2) If the Training Committee determines that insufficient vessel traffic existed for the completion of the training requirement, the Training Committee may:</p> <ul style="list-style-type: none"> i. Recommend to the State Marine Pilot Coordinator a waiver of the specific requirement, and ii. Substitute the waived requirement with the same number and type of required maneuvers at another location in the region. The location of the substituted maneuvers must be one already identified in 12 AAC 56.028(a) for the same type of training. <p>(3) If the Training Committee determines that sufficient vessel traffic existed for the completion of the training requirement, the Training Committee shall direct the Trainee to complete the requirement.</p> <p>(4) If a requirement for which vessel traffic has been determined to be inadequate subsequently becomes viable, the Training Committee shall inform any Trainees or Deputy Marine Pilots affected, that all remaining maneuvers for that requirement, previously substituted, must be completed in the</p>	<p>(i) The Pilot Regulations, beginning at 12 AAC 56.028(e), allow a petition to the MPC by a trainee who believes that vessel traffic has been insufficient to meet a specific regional vessel movement requirement. Any trainee considering such a petition should request a review by the Training Committee, in writing, before approaching the MPC.</p>	<p>One goal in this re-write is to not duplicate the regulations where they are completely expressed. Here, trng committee role is just to check the trainee's petition before it goes forward. The decision authority is with the BMP, given recommendatio n from the MPC.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
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<p>area specified by regulation before licensure as a Marine Pilot in Region One.</p> <p>(5) Failure to comply with the Association Training Program, when training opportunities have been reasonably available, may not be deemed as sufficient evidence of non-availability for a waiver request.</p> <p>(6) Trainees will prepare for the State's local knowledge examination as best they can, and the Association will assist without providing specific information on what the examination questions may be, should this information be known. Pilotage is local knowledge and no training program is complete without imparting this knowledge to the Trainee.</p> <p>(p) When all of the applicable requirements of the Training Program have been completed, the Trainee shall provide a statement, in writing, to the Association, stating that (s)he has completed the applicable requirements and request the endorsement of the Association to sit for the regional local knowledge exam.</p> <p>(1) The Training Chair will review the Trainee's training file and ensure compliance with all applicable requirements. Upon completion of this review, the Training Chair shall coordinate with the Training Committee one of the following actions:</p> <p>i. If the Training Committee concurs that all applicable training requirements have been satisfactorily completed, the Training Committee shall direct the Training Chair to notify the State of Alaska, in accordance with 12 AAC 56.025(a) (3), that the Trainee has satisfactorily completed the Association Training Program and that the Trainee has the recommendation of the Association to sit for the regional local knowledge examination and oral examination.</p>	<p>(j) When the trainee believes that they have met all of the applicable requirements of the training program, he or she shall request, by letter to the Training Chair, the endorsement of the Association to sit for the regional local knowledge exam. The Training Committee will review the trainee's file, and if they concur the Training Chair will provide a letter to the MPC stating that the trainee has completed the Association's training program.</p>	<p>Just editing for brevity here.</p>
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Existing 2012 Volume II	Proposed Volume II	Comments
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<p>ii. If the Training Committee determines that all applicable training requirements have not been satisfactorily completed, the Training Committee shall direct the Training Chair to notify the Trainee in writing of specific deficiencies and the corrective course of action.</p> <p>iii. The Association will not prevent a Trainee from taking the regional local knowledge examination without the endorsement of the Association however; without said endorsement in writing, a Trainee shall not be considered to have completed the Association's Training Program.</p> <p>(q) The Association will require Trainee attendance at an American Pilot Association (APA) recognized Bridge Management Resource Course and an ARPA course within three years before applying for a Deputy Marine Pilot License. The Association will encourage its Trainees to have attended an Emergency Ship Handling course within the past five years. This course may be combined with other courses, but should be designed for marine pilots.</p> <p>(r) The Association will require its Trainees to attend one of the established and board-approved Ship Handling Simulator Training Facilities, as defined in 12 AAC 56.028 (a)(5) and (6)(B),(C), and (D), within three years of applying for a Deputy Marine Pilot License.</p> <p>(s) The Association will require satisfactory proficiency on the Association's ship simulator.</p>		<p>Class requirements are in Part IV because they don't apply to marine pilot trainees.</p> <p>Replaced proficiency on Association simulator with a regional shiphandling class (AVTECH or UAS Ktn)</p>
<p>PART IV - Marine Pilot Trainee Requirements</p> <p>(a) The requirements of the Marine Pilot Trainee Program are based on the fact that, by definition, a Marine Pilot Trainee is a Pilot transferring from another Pilotage Region in Alaska. Therefore, the Trainee has previously completed the State Core Examination, completed a</p>	<p>PART IV - Marine Pilot Trainee Requirements</p> <p>(a) A marine pilot trainee is a pilot transferring from another pilotage region in Alaska. Therefore, the trainee has previously completed the State Core Examination, and a training program approved by the State (albeit for another region), and successfully served as a marine pilot in Alaska,</p>	

Existing 2012 Volume II	Proposed Volume II	Comments
-------------------------	--------------------	----------

<p>training program approved by the State (albeit for another Region), and successfully served as a Marine Pilot in Alaska, prior to acceptance into the Association's Training Program.</p> <p>(b) In order to be licensed as a Marine Pilot in Region One, A Marine Pilot seeking to qualify to transfer their marine pilot license must possess a valid U.S. Coast Guard license, with radar endorsement and an endorsement for first class pilotage without tonnage restrictions for the entire Southeastern Alaska Region. An omission of one or more of the required ports or routes on a Marine Pilot Trainee Federal license will be accepted by the Training Committee only upon a showing of good cause by the Trainee.</p> <p>(c) A Marine Pilot Trainee shall be authorized to commence supervised training in accordance with Part IV, for all areas within Region one, for which the trainee has first class pilotage, without tonnage restrictions, and for those areas where no specific Federal pilotage requirement exists. A Marine Pilot Trainee shall have at least one (01) endorsement of first class pilotage in Region One, before commencing any supervised training. Marine Pilot Trainees shall comply with the notification requirements of Part III (j) (1) prior to commencement of supervised maneuvers.</p> <p>(d) The regional requirements for a Marine Pilot Trainee shall be as follows:</p> <p>(1) Twenty (20) supervised dockings and twenty (20) supervised undockings, at least 50% of which shall be on vessels over 60,000 gross tons. Completion of supervised movements must be performed on vessels subject to AS 08.62, or other vessels of at least 1,600 gross tons as follows:</p> <p>i. Ketchikan: Six (06) dockings and six (06)</p>	<p>prior to acceptance into the Association's training program.</p> <p>(b) In order to be licensed as a marine pilot in Region One, a pilot seeking to transfer must possess a valid U.S. Coast Guard license with radar endorsement and an endorsement for First Class Pilotage without tonnage restrictions for the entire Southeastern Alaska Region.</p> <p>(c) A marine pilot trainee shall be authorized to commence supervised training in accordance with this Part, for all areas within Region One for which the trainee has first class pilotage, without tonnage restrictions, and for those areas where no specific Federal pilotage requirement exists. A marine pilot trainee shall have at least one endorsement of first class pilotage in Region One, before commencing any supervised training. Marine pilot trainees shall comply with the notification requirements of Part III (e)(1)(E) prior to commencement of supervised maneuvers.</p> <p>(d) The regional requirements for a marine pilot trainee are:</p> <p>1. Eighteen supervised dockings and eighteen supervised undockings, at least 50% of which shall be on vessels over 60,000 gross tons. Completion of supervised movements must be performed on vessels subject to AS 08.62, or other vessels of at least 1,600 gross tons as follows:</p> <p>A. Ketchikan: Six dockings and six undockings at cruise ship berths.</p> <p>B. Juneau: Six dockings and six undockings. One of the</p>	<p>Pilot regs require full pilotage. Training committee has no such discretion.</p> <p>The math didn't add up previously (6+6+6=18, not 20)</p>
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Existing 2012 Volume II	Proposed Volume II	Comments
<p>undockings at cruise ship berths.</p> <p>ii. Juneau: Six (06) dockings and six (06) undockings. One (01) of the undockings shall be performed at night.</p> <p>iii. Skagway: Six (06) dockings and six (06) undockings.</p> <p>(2) Five (05) supervised dockings and five (05) supervised undockings performed in any combination of ports in the region not identified in 12 AAC 56.028(a)(1)(A)-(C). No more than two (02) dockings and two (02) undockings may be performed at any one port.</p> <p>(3) Three (03) supervised moorings at buoys and three (03) supervised buoy unmoorings performed in any of the ports listed in the region. No more than two (02) moorings and two (02) unmoorings may be performed at the same location.</p> <p>(4) Four (04) anchorings with at least one in each of the ports listed in 12 AAC 56.028(a)(1)(F).</p> <p>(5) The Trainee shall complete the requirements for observer trips and supervised transits listed in Part III. Additionally, at least two (02) supervised transits shall be performed under ice conditions.</p> <p>(e) Of the movements required in this part, the following applies:</p> <p>(1) no more than 15 percent may be made on vessels not subject to AS 08.62;</p> <p>(2) no more than 40 percent may be made under the supervision of the same training pilot;</p> <p>(3) at least 15 percent must be performed within the period beginning October 1 and ending April 1;</p> <p>(4) at least 15 percent must be</p>	<p>undockings shall be performed at night.</p> <p>C. Skagway: Six dockings and six undockings.</p> <p>2. Five supervised dockings and five supervised undockings performed in any combination of ports in the region not identified in 12 AAC 56.028(a)(1)(A)-(C). No more than two dockings and two undockings may be performed at any one port.</p> <p>3. Three supervised moorings at buoys and three supervised buoy unmoorings performed in any of the ports listed in the region. No more than two moorings and two unmoorings may be performed at the same location.</p> <p>4. Four anchorings with at least one in each of the ports listed in 12 AAC 56.028(a)(1)(F).</p>	<p>This, and the percentages below are already stated in Part III. Eliminating redundancy.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
<p>performed with tug assistance;</p> <p>(f) All required maneuvers shall be completed under the time requirements as required under 12 AAC 56.026(e). Marine Pilot Trainees shall notify the Training Chair in writing if they are unable to comply with this requirement. Extensions to this time period may be allowed as provided for in 12 AAC 56.026(e).</p>		<p>12 AAC 56.026(e) applies to <i>deputy</i> marine pilot trainees. 12 AAC 56.034 has no such time requirements for marine pilot trainees.</p>
<p>PART V - Deputy Marine Pilot Trainee Requirements</p>	<p>PART V – Requirements for Deputy Marine Pilot Trainees and Deputy Marine Pilot Apprentice Trainees</p> <p>The following requirements, in addition to the requirements of Part III, apply to both Deputy and Apprentice Marine Pilot Trainees:</p> <p>(a) Required courses.</p> <ol style="list-style-type: none"> 1. Bridge Resource Management for Pilots (16 hours minimum). 2. A bridge simulator course that is region specific or emphasizes a pilot’s proficiency; OR a manned model course. Reference 12 AAC 56.028(a)(4). 3. A bridge simulator class using the ports of Southeast Alaska, minimum of 16 hours, intended to provide practice on the most challenging docking and undocking scenarios in the region. The course must be approved by the Training Committee and supervised by a SEAPA training pilot. This is the training called out in 12 AAC 56.028(a)(5), and this course will also meet the ship handling requirement, item (2) above, if not otherwise met. 4. The above courses must be taken within three years of applying for a deputy marine pilot license. (To avoid confusion, note that an additional manned model or simulator ship handling class is also required within three years of applying for an unlimited marine pilot license.) 5. An Automated Radar Plotting Aid (ARPA) class if the trainee does 	<p>This part now includes items from the previous Part III and VI. The re-organization was needed in order to eliminate repetition.</p> <p>This is new, and replaces the use of the Association simulator.</p> <p>Dropped the requirement</p>

Existing 2012 Volume II	Proposed Volume II	Comments
	<p>not already have this endorsement on their Merchant Mariner Credential (MMC).</p> <p>(b) Supervised maneuvers.</p> <p>1. Trainee supervised movements are divided into three phases. The Training Committee will approve a trainee's progression from one phase to the next.</p> <p>A. Training Phase. This phase is the beginning stage of supervised movements and may be completed with minimal assistance, but may also involve demonstration by the training pilot. This phase may not count for more than three cruise vessel and two cargo vessel movements of the overall requirements. Additional training phase maneuvers may be required by the Training Committee or requested by the trainee, however they will be in addition to the requirements in the coaching and assessing phases.</p> <p>B. Coaching Phase. Maneuvers in this phase should be completed with minimal assistance from the training pilot. There is no limit on the number of maneuvers in this phase, in that the trainee will not progress into the final phase (assessment) without review and authorization by the Training Committee. The supervised maneuvers in this phase form the bulk of the training process.</p> <p>C. Assessment Phase. All maneuvers in this phase must be completed without any assistance from the training pilot. The minimum required assessments are:</p> <ul style="list-style-type: none"> i. Two cruise vessel dockings; ii. One cruise vessel undocking; iii. Two cargo vessels dockings; iv. One cargo vessel undocking; 	<p>that ARPA class be within three years of licensing (ARPA not in pilot regs.)</p> <p>This language is unchanged, just moved from Part III to Part V.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
<p>(a) The regional requirements for a Deputy Marine Pilot Trainee shall be as follows:</p> <p>(1) Twenty four (24) supervised dockings and twenty four (24) supervised undockings performed on vessels subject to AS 08.62 or other vessels of at least 1,600 gross tons as follows:</p> <ul style="list-style-type: none"> i. Ketchikan: eight (08) dockings and eight (08) undockings at cruise ship berths; ii. Skagway: eight (08) dockings and eight (08) undockings; iii. Juneau Harbor: eight (08) dockings and eight (08) undockings; three (03) of the undockings must be performed at night; <p>(2) Ten (10) supervised dockings and ten (10) supervised undockings performed in any combination of ports in the region not identified in 12 AAC 56.028(a)(1)(A)-(C); No more than four (04) dockings and four (04) undockings may be performed at any one port.</p> <p>(3) Four (04) supervised moorings at buoys and four (04) supervised buoy unmoorings performed in any of the ports in the region. No more than three (03) moorings and three (03) unmoorings may be performed at the same location.</p>	<ul style="list-style-type: none"> v. One round-trip transit on a cruise vessel in ice conditions in Disenchantment Bay, or Tracy Arm, or Endicott Arm; and vi. No more than two assessments may be supervised by the same training pilot. <p>2. Maneuver requirements:</p> <ul style="list-style-type: none"> A. Twenty-four dockings and twenty-four undockings performed on vessels subject to AS 08.62 or other vessels of at least 1,600 gross tons as follows: <ul style="list-style-type: none"> i. Ketchikan: eight dockings and eight undockings at cruise ship berths; ii. Skagway: eight dockings and eight undockings; iii. Juneau Harbor: eight dockings and eight undockings; three of the undockings must be performed at night; B. Ten dockings and ten undockings performed in any combination of ports in the region not identified in 12 AAC 56.028(a)(1)(A)-(C); No more than four dockings and four undockings may be performed at any one port. C. Four moorings at buoys and four buoy unmoorings performed in any of the ports in the region. No more than three moorings and three unmoorings may be performed at the same location. D. Six anchorings with at least one at each of the following ports: Ketchikan, Juneau, and Sitka Eastern Anchorage. E. Two weighing anchor at any port(s). 	<p>Aligning with pilot regs; replaced two anchorings with two weighing anchor. See 12 AAC 56.028(1)(F) and 12 AAC 56.037.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
<p>(4) Eight (08) anchorings with at least one at each of the following ports;</p> <ul style="list-style-type: none"> i. Ketchikan Harbor; ii. Juneau Harbor; iii. Sitka Eastern Anchorage; <p>(5) The Trainee shall complete the requirements for observer trips and supervised transits listed in Part III</p> <p>(6) All Deputy Marine Pilot Trainees are required to complete at least one (01) cargo ship docking and one (01) cargo ship undocking in each active cargo port in the Region and a total of no less than two (02) cargo ship dockings and two (02) cargo ship undockings overall. An active cargo port is one that has a minimum of eight (08) each cargo ship dockings and undockings in a twelve-month period. Cargo ship docking and undocking requirements may not be accomplished via simulator without prior approval of the Training Committee. Deputy Marine Pilot Trainees shall address this requirement with the Training Committee if they have any questions concerning the requirement of whether a cargo port is considered active.</p> <p>(7) Cargo ship mooring and unmooring to buoy requirements may not be accomplished via simulator without prior approval of the Training Committee.</p> <p>(8) Of the movements required in this part, the following applies:</p> <ul style="list-style-type: none"> i. no more than 15 percent may be made on vessels not subject to AS 08.62; ii. no more than 40 percent may be made under the supervision of the same training pilot; iii. at least 15 percent must be 	<p>F. Cargo ship maneuvers: at least one cargo ship docking and one cargo ship undocking in each active cargo port in the region and a total of no less than two cargo ship dockings and two cargo ship undockings overall. An active cargo port is one that has a minimum of eight each cargo ship dockings and undockings in a twelve-month period. The Training Committee will resolve any questions about whether a cargo port is considered active.</p>	<p>repetitive</p> <p>The verbiage concerning maneuvers on the simulator is in Part III.</p> <p>Percentages are in Part III (e)(6). (no changes)</p>

Existing 2012 Volume II	Proposed Volume II	Comments
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<p>performed within the period beginning October 1 and ending April 1; iv. at least 15 percent must be performed with tug assistance;</p> <p>(b) All required maneuvers shall be completed under the time requirements as required under 12 AAC 56.026(e). Deputy Trainees shall notify the Training Chair in writing if they are unable to comply with this requirement. Extensions to this time period may be allowed as provided for in 12 AAC 56.026(e).</p> <p>(c) Deputy Trainees are expected to take full advantage of all training opportunities that are made available by the Training Committee; shall log training activity (see Part XI, 'Definitions') in each, and every, calendar quarter; and upon completing the Association Training Program, the individual shall meet the requirements of 12 AAC 56.025, prior to application for State licensure.</p>	<p>(c) Deputy marine pilot trainees must complete all required maneuvers within three years of entry into the training program. Deputy trainees shall notify the Training Chair in writing if they are unable to comply with this requirement. Extensions to this time period may be allowed as provided for in 12 AAC 56.026(e). The three year clock begins once the trainee (deputy or apprentice) has met the requirements of 12 AAC 56.026 (a)(1)-(3).</p> <p>(d) Trainees shall log training activity (either supervised maneuver or observing trip) in each and every calendar quarter, and are expected to take full advantage of all training opportunities that are made available by the Training Committee.</p> <p>(e) See 12 AAC 56.025 for the application requirements for initial licensure.</p> <p>(f) All maneuvers required for licensing must have been completed within three years of the date of application for licensure.</p>	
<p>PART VI – Deputy Marine Pilot Apprenticeship Requirements</p> <p>(a) The Deputy Marine Pilot Apprenticeship Program is a more intense course of training intended to provide a path to a Deputy Marine Pilot's License for an individual who is otherwise qualified, but has not had access to the maritime employment opportunities required to qualify for entry into the pilotage profession under AS 08.62.093(b)(1) through (5). The program is a minimum of four (4) years in length.</p> <p>(b) The Deputy Marine Pilot Apprentice (herein</p>	<p>PART VI – Deputy Marine Pilot Apprenticeship, Additional Requirements</p> <p>(a) The deputy marine pilot apprenticeship program provides a path to a deputy marine pilot's license for mariners who are otherwise qualified but who do not meet the requirements of AS 08.62.093(b)(1) through (5). The program is a minimum of four years in length.</p> <p>(b) As noted above, trainees must perform training activity at least quarterly. Leaves of absence will only be granted to apprentices for exceptional</p>	<p>Anything that applied equally to deputies and apprentices has been moved to Part V to eliminate repetition.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
<p>after referred to as the “Apprentice”) shall document in each quarterly report activity within the Region during any twelve (12) month period.</p> <p>(c) Leaves of absence will only be granted to Apprentices for exceptional circumstances. The maximum leave of absence will be six (6) months and will not count towards the minimum four (4) year training requirement. A leave of absence must be requested by the Apprentice in writing to the Training Chair and approved by the Training Committee.</p> <p>(d) As stated above, the Apprentice Training Program is a more intense course of training and therefore contains additional training requirements above that required of a Deputy Trainee. The Apprentice Training is divided into two stages:</p> <p style="padding-left: 40px;">(1) The first stage is an observation and study of piloting, shiphandling, use of tugs and conning techniques.</p> <p style="padding-left: 40px;">(2) The second stage is supervised training consisting of ship maneuvers, navigation, piloting, working with tugs, and assuming the conn during supervised transits and movements.</p> <p>(e) Apprentice Observer Training. This stage is a minimum of one year in length commencing upon the Apprentice acceptance into the Association Training Program. This training is in addition to the individual needs of each Apprentice for obtaining their first class pilotage endorsement without tonnage restrictions for the entire Southeast Alaska Region and includes the following:</p> <p style="padding-left: 40px;">(1) Observation of one ship assist maneuver from a ship assist tug.</p> <p style="padding-left: 40px;">(2) Observation of two dockings and undockings on cargo ships. This may be completed concurrent with Federal and State observer trip requirements.</p>	<p>circumstances. The maximum leave of absence will be six months and will not count towards the minimum four-year training requirement. A leave of absence must be requested by the apprentice in writing to the Training Chair and approved by the Training Committee.</p> <p>(c) An apprentice shall be authorized to commence supervised training upon completion of 12 months of observer training and the applicable requirements of Part III.</p> <p>(d) In addition to the observing requirements listed elsewhere, and the trip requirements for Federal pilotage, the apprentice must observe:</p> <ol style="list-style-type: none"> 1. One ship assist maneuver from a ship assist tug. 2. Two dockings and two undockings on cargo ships. This may be completed concurrent with Federal and State observer trip requirements. <p>(e) In addition to the requirements of Part III, the apprentice trainee shall</p>	<p>This is captured under the statement that apprentices can begin supervised training after 12 months of observer training. (Sticking to actual requirements and deleting generalities.)</p>

Existing 2012 Volume II	Proposed Volume II	Comments
<p>(3) Completion of a Bridge Resource Management Course (BRMP), that meets the requirements of 12 AAC 56.028(a)(5), within three (3) years before beginning supervised movements at the conn.</p> <p>(4) Completion on the Association simulator, of two (2) routine transits of waterways, as directed by the Training Committee, under the supervision of a Training Pilot.</p> <p>(5) Completion on the Association simulator, two (2) emergency maneuvers, as directed by the Training Committee, under the supervision of a Training Pilot.</p> <p>(f) An Apprentice shall be authorized to commence supervised training upon completion of 12 months of observer training and the applicable requirements of Part III.</p> <p>(1) All required maneuvers shall be completed under the time requirements as required under 12 AAC 56.026(e). Apprentice Trainees shall notify the Training Chair in writing if they are unable to comply with this requirement. Extensions to this time period may be allowed as provided for in 12 AAC 56.026(e).</p> <p>(g) The regional requirements for an Apprentice Trainee shall be as follows:</p> <p>(1) Twenty four (24) supervised dockings and twenty four (24) supervised undockings performed on vessels subject to AS 08.62 or other vessels of at least 1,600 gross tons as follows:</p> <ul style="list-style-type: none"> i. Ketchikan: eight (08) dockings and eight (08) undockings at cruise ship berths; ii. Skagway: eight (08) 	<p>complete the following supervised transits under ice conditions:</p> <ol style="list-style-type: none"> 1. One round trip of Disenchantment Bay north of Pt. Latouche, 2. One round trip in Glacier Bay north of Russell Island. 3. One round trip in Tracy Arm/Endicott Arm. <p>(f) The apprentice shall complete one additional cargo ship docking and one additional undocking beyond the requirements of Part V(b)(6) (for a total of three each).</p>	<p>Courses are in Part V.</p> <p>Maneuver requirements now in Part V unless noted here.</p>

<p>dockings and eight (08) undockings;</p> <p>iii. Juneau Harbor: eight (08) dockings and eight (08) undockings; three (03) of the undockings must be performed at night;</p> <p>(2) Ten (10) supervised dockings and ten (10) supervised undockings performed in any combination of ports in the region not identified in 12 AAC 56.028(a)(1)(A)-(C); No more than four (04) dockings and four (04) undockings may be performed at any one port.</p> <p>(3) Four (04) supervised moorings at buoys and four (04) supervised buoy unmoorings performed in any of the ports in the region. No more than three (03) moorings at buoys and three (03) buoy unmoorings may be performed at the same location.</p> <p>(4) Eight (08) anchorings with at least one at each of the following ports:</p> <ul style="list-style-type: none"> i. Ketchikan Harbor; ii. Juneau Harbor; iii. Sitka Eastern Harbor Anchorage; <p>(5) The Trainee shall complete the requirements for observer trips and supervised transits listed in Part III, and in addition complete the following:</p> <ul style="list-style-type: none"> i. Supervised transits performed under ice conditions <ul style="list-style-type: none"> (A). One (01) round trip of Disenchantment Bay north of Pt. Latouche, (B). One (01) round trip in Glacier Bay north of Russell Island. (C). One (01) round trip in Tracy Arm/Endicott Arm. <p>(6) All Apprentice Trainees are required</p>		
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Existing 2012 Volume II	Proposed Volume II	Comments
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<p>to complete at least one (01) cargo ship docking and one (01) cargo ship undocking in each active cargo port in the Region and a total of no less than three (03) cargo ship dockings and three (03) cargo ship undockings overall. An active cargo port is one that has a minimum of eight (08) each cargo ship dockings and undockings in a twelve-month period. Cargo ship docking and undocking requirements may not be accomplished via simulator without prior approval of the Training Committee. Apprentice Trainees shall address this requirement with the Training Committee if they have any questions concerning the requirement or whether a cargo port is considered active.</p> <p>(7) Cargo ship mooring and unmooring to buoy requirements may not be accomplished via simulator without prior approval of the Training Committee.</p> <p>(8) Of the movements required in this part, the following applies:</p> <ul style="list-style-type: none"> i. no more than 15 percent may be made on vessels not subject to AS 08.62; ii. no more than 40 percent may be made under the supervision of the same training pilot; iii. at least 15 percent must be performed within the period beginning October 1 and ending April 1; iv. at least 15 percent must be performed with tug assistance; <p>(h) Apprentice's shall be expected to take full advantage of all training opportunities that are made available by the Training Committee; shall log training activity (see Part XI, 'Definitions') in each, and every, calendar quarter; and upon completing the</p>		
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Existing 2012 Volume II	Proposed Volume II	Comments
<p>Apprenticeship Program, the individual shall meet the requirements of 12 AAC 56.025, prior to application for State licensure.</p> <p>(i) An Apprentice may convert from the Apprenticeship Program to the Deputy Marine Pilot Training Program upon meeting the United States Coast Guard License level and sea time requirements of AS 08.62.093. Conversion from the Apprenticeship Program to the Deputy Marine Pilot Training Program must be requested in writing to the Association, clearly delineating why conversion is requested; in addition, an estimated timetable for completion of the Deputy Marine Pilot Training Program shall be included.</p>	<p>(g) An apprentice trainee may convert to a deputy marine pilot trainee upon meeting the United States Coast Guard license level and sea time requirements of AS 08.62.093. Such conversion must be requested in writing to the Association and include an estimated timetable for completion of the training program as a deputy trainee.</p>	
<p>Part VII – Deputy Marine Pilot Upgrade and Continuing Education Requirements</p> <p>(a) Deputy Marine Pilot license endorsements upgrade requirements.</p> <p>(1) Deputy Marine Pilot endorsement upgrade: An applicant for a Deputy Marine Pilot license endorsement upgrade shall comply with the following:</p> <p>i. Qualifications for a not more than (nmt) 65,000 gross tons endorsement: At the nmt 25,000 gross tons license endorsement level complete at least 30 days of vessel movements on vessels requiring a state licensed marine pilot. Additionally, complete the following supervised movements:</p> <p>(A) Five (05) supervised dockings;</p> <p>(B) Five (05) supervised undockings;</p>	<p>Part VII – Deputy Marine Pilot License Upgrades</p> <p>(a) Deputy marine pilot license endorsement upgrade requirements.</p> <p>1. For a not more than (nmt) 65,000 gross tons endorsement: At the nmt 25,000 gross tons license level complete at least 30 days of vessel movements on vessels requiring a state licensed marine pilot. Additionally, complete five supervised dockings, five supervised undockings, and five supervised transits at the conn through waterways listed in Part III (e)(7) with no more than one transit through any one waterway.</p>	<p>Just formatting changes.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
-------------------------	--------------------	----------

<p>(C) Five (05) supervised transits at the conn through waterways listed in Part III (j)(7)(a)-(l), with no more than one transit through any one waterway;</p> <p>ii. All supervised maneuvers for this Part shall be completed on vessels of 25,000 gross tons or greater while holding a nmt 25,000 gross tons Deputy Marine Pilot endorsement; no more than 40 percent of the dockings and undockings may be performed under the supervision of the same training pilot;</p> <p>(2) Qualifications for a nmt 90,000 gross tons endorsement:</p> <p>i. At the nmt 65,000 GT license endorsement level complete at least 60 days of vessel movements on board vessels requiring a state licensed marine pilot and hold a Deputy Marine Pilot license for at least one (01) year. Additionally complete the following supervised movements:</p> <p>(A) Three (03) supervised dockings;</p> <p>(B) Three (03) supervised undockings;</p> <p>(C) And at least three (03) supervised transits at the conn through waterways listed in Part III(j)(7)(a)-(l), with no more than one transit through any one waterway and a minimum of one transit under ice conditions and one</p>	<p>2. For a nmt 90,000 gross tons endorsement: At the nmt 65,000 gross ton license level complete at least 60 days of vessel movements on vessels requiring a state licensed marine pilot and hold a deputy marine pilot license for at least one year. Additionally, complete three supervised dockings, three supervised undockings, and at least three supervised transits at the conn through waterways listed in Part III(e)(7) with no more than one transit through any one waterway and a minimum of one transit under ice conditions and one southbound transit of Snow Passage.</p> <p>3. All assessed movements for the above upgrades shall be completed on vessels of 25,000 GT or greater and no more than 40 percent of the dockings and undockings may be performed under the supervision of the same training pilot.</p> <p>(b) Qualifications for a marine pilot license (12 AAC 56.029 and 12 AAC 56.031):</p> <ol style="list-style-type: none"> 1. Hold a deputy marine pilot license for at least three years. 2. While holding a deputy marine pilot license for nmt 90,000 gross tons, 	<p>This is covered below.</p>
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Existing 2012 Volume II	Proposed Volume II	Comments
<p style="text-align: center;">southbound transit of Snow Passage.</p> <p>ii. All assessed movements for this Part shall be completed on vessels of 25,000 GT or greater while holding a nmt 65,000 gross tons Deputy Marine Pilot endorsement; no more than 40 percent of the dockings and undockings may be performed under the supervision of the same training pilot;</p> <p>(3) Qualifications for a Marine Pilot License, (unlimited) endorsement: An applicant for a Deputy Marine Pilot license upgrade to Marine Pilot License shall comply with the following:</p> <p>i. At the nmt 90,000 GT license endorsement level, complete at least 60 days of vessel movements on board vessels requiring a state licensed marine pilot and hold a Deputy Marine Pilot license for at least three (03) years. Additionally, complete the following assessed movements:</p> <p>(A) Three (03) dockings; (B) Three (03) undockings; (C) One (01) southbound transit of Snow Passage; (D) One (01) transit of Tracy Arm Bar; (E) One (01) additional transit at the conn through a waterway listed in Part III(j)(7)(i)-(xii).</p> <p>ii. All assessed maneuvers for Part VII(a)(3)(i)(A)-(E) shall be completed on vessels of 60,000 GT or greater while holding a nmt 90,000 GT</p>	<p>A. Complete at least 60 days of vessel movements on vessels requiring a state licensed marine pilot, and</p> <p>B. Complete the following assessed movements: three dockings, three undockings, one southbound transit of Snow Passage, one transit of Tracy Arm Bar, and one additional transit at the conn through a waterway listed in Part III(e)(7). These maneuvers shall be completed on vessels of 60,000 GT or greater. No more than two of the dockings and undockings may be performed under the supervision of the same training pilot;</p>	

Existing 2012 Volume II	Proposed Volume II	Comments
<p>Deputy Marine Pilot endorsement; no more than two (02) of the dockings and undockings may be performed under the supervision of the same training pilot;</p> <p>iii. An applicant for a Marine Pilot License shall have no geographical exclusions within Region One, except as provided for in 12 AAC 56.029.</p> <p>iv. Each Deputy Marine Pilot shall complete a manned ship model course or a simulator course approved by the Board of Marine Pilots within three (03) years of application for a Marine Pilot License.</p> <p>(4) The Association will provide assistance to the Deputy Marine Pilot as follows:</p> <p>i. The cooperation of the Association in allowing the Deputy Marine Pilot to perform supervised dockings and undockings as required.</p> <p>ii. The supervision and periodic review of the Deputy Marine Pilot's progress and evaluations on forms approved under Part III, (j)(2).</p> <p>iii. The cooperation in dispatch, where possible, to assist the Deputy Marine Pilot in accomplishing the training requirements while engaged in the business of piloting.</p> <p>(5) Each Deputy Marine Pilot is encouraged to complete additional professional training and/or</p>	<p>3. An applicant for a marine pilot license shall have no geographical exclusions within Region One.</p> <p>4. Each deputy marine pilot shall complete a manned ship model course or a simulator course approved by the Board of Marine Pilots within three years of application for a marine pilot license, per 12 AAC 56.029(5).</p>	<p>There are no exceptions in the pilot regs.</p> <p>This deleted text doesn't add anything.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
-------------------------	--------------------	----------

<p>education, including satisfactory proficiency on the Association's ship simulator, to stay abreast of changes in technology, procedures, and other skills relating to the profession of Marine Piloting. Copies of certificates of successful completion of training and/or education should be provided to the Association office by the Deputy Marine Pilot.</p> <p>(6) Deputy Marine Pilots are encouraged to seek, and shall be responsible for requesting, additional training in any area (type of ship or port/waterway) for which they perceive themselves to be deficient or not fully prepared.</p> <p>(b) Deputy Marine Pilot Continuing Education Requirements.</p> <p>(1) Deputy Marine Pilots shall comply with the continuing education requirements for Marine Pilots established in Part VIII.</p> <p>(2) Familiarization trips are required for biennial license renewal if the Deputy Marine Pilot has not engaged in piloting vessels in the Southeast Region during at least 120 days in the licensing period immediately preceding the licensing period for which renewal is sought. The requirements Deputy Marine Pilot familiarization trips are contained in section VIII(b)(1)-(3).</p>	<p>(c) Deputy marine pilots are encouraged to seek, and shall be responsible for requesting, additional training in any area (type of ship or port/waterway) for which they perceive themselves to be deficient or not fully prepared.</p> <p>(d) Deputy marine pilots seeking upgrade to marine pilot must meet the piloting sea time (day count) requirements for biennial license renewal without the use of familiarization trips. See 12 AAC 56.029(2).</p> <p>(e) Deputy marine pilots shall comply with the continuing education requirements for marine pilots described in Part VIII.</p>	<p>This 'encouragement' is redundant with the continuing ed section.</p> <p>This document doesn't otherwise comment on renewal requirements, which are given in regulation and don't refer to the Association training program, other than continuing ed. We're just concerned with upgrade requirements here.</p>
<p>PART VIII - Marine Pilot Continuing Education and Training Requirements</p> <p>(a) Marine Pilot Continuing Education Requirements.</p> <p>(1) The purpose of continuing education is to maintain competency and update professional knowledge and skills to keep pace with changes in</p>	<p>PART VIII - Marine Pilot Continuing Education and Training Requirements</p>	<p>What's needed here is just the</p>

Existing 2012 Volume II	Proposed Volume II	Comments
<p>operating practices, technology, policy, rules and regulations and to promote pilot proficiency. For the purposes of this part, pilot proficiency includes recognized activities in the practice of professional piloting and is represented by a distinct procedure, technique, or applied skill set used in the safe navigation and handling of vessels, including safe workplace practices, awareness and deep understanding of the maritime domain, and the protection of life, property and the marine environment while engaged in the provision of pilot services. Options for addressing continuing education needs can be as varied as the needs themselves and no one approach provides the full range of professional development. Some options are suited for individual instruction (e.g. computer based training), while others may be better suited for field work (e.g. observer trips) or through specialized maritime training facilities (e.g. marine simulation) or some combination thereof. A competent program of continuing education must address the various needs and approaches to satisfy those needs.</p> <p>(2) The SEAPA Marine Pilot continuing education program is developed to facilitate maximum tailoring of continuing education to individual pilot needs, aimed at effective and efficient maintenance of professional competence while ensuring credibility and integrity of the Association Training Program. The minimum level of continuing education is based on the requirements of 12 AAC 56.083 incorporating the concepts of recency, accountability for information and individual pilot need. Each marine pilot applying for license renewal for a license period that begins on or after January 1, 2009, shall document that</p>	<p>(a) Marine pilots are expected and required to keep abreast of technical, procedural and regulatory changes that affect their practice, and to maintain their skills. Each pilot applying for license renewal shall document that he or she has satisfactorily completed three continuing education credits within the three biennial license periods immediately preceding the license period for which renewal is sought. One of those courses must be a Board of Marine Pilots approved simulator or manned model course (12 AAC 56.083). A manned model</p>	<p>requirements and the process.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
<p>the pilot has satisfactorily completed three (03) continuing education credits as follows:</p> <p>i. Each pilot shall satisfactorily complete a Board of Marine Pilots approved simulator or manned model course at a Board of Marine Pilots approved facility within one of the three biennial license periods immediately preceding the license period for which renewal is sought.</p> <p>ii. Each pilot shall satisfactorily complete additional courses of continuing education that promote pilot proficiency and meet the following standards:</p> <p>(A) Courses must be conducted at an accredited college, maritime academy, U.S. Coast Guard approved training facility, or conducted by an expert in their specific field.</p> <p>(B) Courses must be documented by a completion certificate and published course description or outline.</p> <p>(C) All simulator shiphandling courses must also be conducted at a Class A Full Mission bridge simulator as defined by the DNV standards for certification.</p> <p>(D) Continuing education course credits shall be accrued on the basis of one credit for each course completion certificate with the following exceptions:</p> <ol style="list-style-type: none"> 1. A manned model course completed under Part VIII (a)(2)(i) will count for two (2) continuing education requirements. 2. An Alaska State Marine Pilot Training and Assessment Course at STAR Center, Dania Beach, FL will count for three (3) continuing education credits for the 2011-2012 license renewal if the course has been used for continuing education credit within one of the three biennial license periods immediately preceding the license period for which renewal is sought. 3. Association-approved continuing education course will remain valid for biennial license renewal if completed 	<p>course counts for two continuing education credits.</p> <p>(b) Additional course requirements:</p> <ol style="list-style-type: none"> 1. Must be conducted at an accredited college, maritime academy, U.S. Coast Guard approved training facility, or conducted by an expert in their specific field. 2. Must be documented by a completion certificate and course description or outline. <p>(c) Continuing education course credits shall be accrued on the basis of one credit for each course completion certificate except that a manned model course will count for two credits.</p> <p>(d) Individual courses will be approved by the Training Committee, and a list of previously approved courses will be maintained on the SEAPA website. The following list of possible subjects is provided for guidance:</p> <ul style="list-style-type: none"> • Shiphandling for Pilots, Emergency Shiphandling, Shiphandling Operations with Tugs, Pilot boats and Line Boats, and Shiphandling in Ice. • Advanced/Pilot Navigation, including Piloting Techniques, Coastal and Restricted Waters Navigation, and Electronic Navigation Systems and Technology • Operational Decision-Making: Decision-making under Stress, Effects of Fatigue, Medications, Illness, Health Practices and the Environment on Decision-Making, and Crisis Management. • Communications: Bridge Resource Management, Awareness of Cultural and Language Differences in Communications, and Media Communications. • Rules, Laws and Regulations Affecting Pilots, including: Maritime law for Pilots, Environmental laws and Regulations for Pilots, Marine Mammal Protection Act and Endangered Species Act, Rules of the Nautical Road/COLREGS, Safety laws and Regulations for 	<p>In lieu of listing specific courses here.</p> <p>There is very good continuing ed classes at UAS Ketchikan, not a Class A sim.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
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<p>within three biennial license periods immediately preceding the license period for which renewal is sought, regardless if the courses are subsequently removed from the approved course list by the Training Committee.</p> <p>(E) Courses must be completed within the three biennial license periods immediately preceding the license period for which renewal is sought. Course selection shall be limited to the following general subject matter categories intended to promote pilot proficiency:</p> <ol style="list-style-type: none"> 1. Advanced/Pilot Shiphandling, including: <ol style="list-style-type: none"> I. Shiphandling for Pilots, II. Emergency Shiphandling, III. Shiphandling Operations with Tugs, Pilot boats and Line Boats, and IV. Shiphandling in Ice. 2. Advanced/Pilot Navigation, including: <ol style="list-style-type: none"> I. Piloting Techniques, II. Coastal and Restricted Waters Navigation, and III. Electronic Navigation Systems and Technology, including INS, IBS, ECDIS, ECS, ARPA and PPNS/PPU 3. Operational Decision-Making, including: <ol style="list-style-type: none"> I. Decision-making under Stress, II. Effects of Fatigue, Medications, Illness, Health Practices and the Environment on Decision-Making, and III. Crisis Management Decision-Making 4. Communications, including: <ol style="list-style-type: none"> I. Bridge Resource Management, II. Awareness of Cultural and Language Differences in Communications, and 	<p>Pilots, and Maritime Security and Maritime Domain Awareness.</p> <ul style="list-style-type: none"> • Pilot Training including: Train the Assessor, Train the Trainer, Development of training courses approved by the Training Committee, and Instructor of a course approved by the Training Committee. 	
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Existing 2012 Volume II	Proposed Volume II	Comments
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<p>III. Media Communications.</p> <p>5. Rules, Laws and Regulations Affecting Pilots, including:</p> <p>I. Maritime law for Pilots,</p> <p>II. Environmental laws and Regulations for Pilots,</p> <p>III. Marine Mammal Protection Act and Endangered Species Act,</p> <p>IV. Rules of the Nautical Road/COLREGS</p> <p>V. Safety laws and Regulations for Pilots, and</p> <p>VI. Maritime Security and Maritime Domain Awareness.</p> <p>6. Pilot Training including:</p> <p>I. Train the Assessor</p> <p>II. Train the Trainer</p> <p>III. Development of training courses approved by the Training Committee, and</p> <p>IV. Instructor of a course approved by the Training Committee.</p> <p>7. Local Knowledge, including:</p> <p>I. Local Environmental Factors (weather, tides, currents), and</p> <p>II. Route-specific Knowledge and Experience, including Waterway Observer Trips. Waterway observer trips may only be used to satisfy one continuing education course requirement within three biennial licensing periods. Waterway observer trips are authorized for:</p> <p>a. Wrangell Narrows – one (1) round trip; in accordance with Part III(i)(6);</p> <p>b. Peril Strait, Neva Strait and Olga Strait from Povorotni island to Dog Point – one (1) round trip; in accordance with Part III (i) (6); and</p> <p>c. West Coast of Prince of Wales, including Warren Channel, Bocas de</p>	<p>(e) One continuing education credit for each license renewal will be given for a regional waterway observer trip. Waterway observer trips must be at least one round trip aboard a vessel equipped with working radar, fathometer and compass. Authorized for credit are:</p> <ul style="list-style-type: none"> • Wrangell Narrows • Peril Strait, Neva Strait and Olga Strait from Povorotni island to Dog Point • West Coast of Prince of Wales, including Warren Channel, Bocas de Finas Channel, San Christoval Channel, San Alberto Bay, Ulloa 	
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Existing 2012 Volume II	Proposed Volume II	Comments
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<p>Finas Channel, San Christoval Channel, San Alberto Bay, Ulloa Channel, Tlevak Narrows and Tlevak Strait from Warren Island to Shoe island – one (1) trip; in accordance with part III (i) (6).</p> <p>(F) Each Marine Pilot shall be responsible for arranging, funding, completing and providing satisfactory documentation of his/her own continuing education accomplishments to satisfy the above requirements.</p> <p>(b) Marine Pilot Training Requirements:</p> <p>(1) Familiarization trips are required for biennial license renewal under 12 AAC 56.080(a)(4) if the Marine Pilot has not engaged in piloting vessels in the Southeast Alaska Region during at least 120 days in the licensing period immediately preceding the licensing period for which renewal is sought.</p> <p>(2) Familiarization trips required by 12 AAC 56.082(a)(1) shall be completed on vessels of not less than 1,000 gross tons or tug and tows exceeding 1,000 combined gross tons that are not subject to AS 08.62.</p> <p>(3) Familiarization trips required by 12 AAC 56.082(a)(2) shall be completed on vessels of 1,000 gross tons or more, with one round trip or two one-way trips in each of the following waterways:</p> <ul style="list-style-type: none"> i. Snow Passage ii. Decision Passage; iii. North Inian Passage; iv. Sitka Eastern Channel; v. Gastineau Channel; vi. Tracy Arm Bar; vii. Glacier Bay. <p>(c) Each Marine Pilot will be encouraged to complete additional professional training and/or education, including satisfactory proficiency on the Association’s ship</p>	<p>Channel, Tlevak Narrows and Tlevak Strait from Warren Island to Shoe island</p> <p>(f) Each pilot is responsible for arranging and funding their training activities, and documenting the completion to the Training Committee Chair.</p>	<p>Re familiarization trips -- This just repeats regulation. Association is not involved in license renewal beyond continuing ed.</p>
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Existing 2012 Volume II	Proposed Volume II	Comments
<p>simulator, to stay abreast of changes in technology, procedures, and other skills relating to the profession of Marine Piloting. Copies of certificates of the successful completion of training and/or education should be provided to the Training Committee Chair by the Marine Pilot.</p>	<p>(g) Pilots are encouraged to seek out additional training and education relating to the profession. Any certificates earned should be copied to the Training Chair.</p>	
<p>PART IX – Training Pilots</p> <p>(a) A Training Pilot is a licensed Marine Pilot who has qualified for and sought a Training Pilot Endorsement under 12 AAC 56.016 and AS 08.62.097(b). 12 AAC 56.016 establishes the requirements for Training Pilots. Training Pilots must:</p> <p>(1) Have First Class pilotage without tonnage or area restrictions for the waters in which the Training Endorsement is sought, and</p> <p>(2) Must meet the 120 day dispatch requirement for the previous licensing period (the familiarization trips required to renew a license do not qualify), and</p> <p>(3) For initial endorsement as a Training Pilot, have at least three (03) consecutive years experience as a Marine Pilot in Region One and have completed the SEAPA Training Course for Training Pilots.</p> <p>(b) The Association will submit a letter to the Board of Marine Pilots listing all qualified Training Pilots; unless a pilot has notified the Association in writing that he or she does not intend to participate as a Training Pilot.</p> <p>(c) The responsibilities of a Training Pilot include:</p> <p>(1) Familiarization with and acceptance of the provisions within the SEAPA Training Program. Specific areas of attention are ensuring proper</p>	<p>PART IX – Training Pilots</p> <p>(a) A training pilot is a licensed marine pilot who has qualified for and sought a training pilot endorsement under 12 AAC 56.016. In addition to those requirements, a marine pilot applying for a training pilot endorsement in Southeast Alaska must have completed the SEAPA Training Course for Training Pilots; except that applicants with five years or more experience sailing on their unlimited marine pilot license do not need to complete this course. The Training Chair will submit the letter of recommendation required at 12 AAC 56.016.</p> <p>(b) The functions of the training pilot are to (1) impart to trainees the knowledge and skills required of the job and (2) evaluate whether the trainee's or deputy marine pilot's performance is</p>	<p>Referring to regs instead of repeating them.</p> <p>Editing for brevity, no changes in substance.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
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<p>Trainee authorization for each training opportunity and Trainee accountability to the requirements of Trainee professionalism, preparation, conduct, availability and performance of training.</p> <p>(2) A key element of the success of the Training Program and the success of each individual Trainee in becoming a good Pilot is the degree to which Training Pilots impart their local knowledge and experiences to Trainees. The rapport established between a Pilot and a Trainee is an individual issue and as such the degree of information exchange will always be subject to the individual discretion of each Pilot. It cannot be understated, the importance of educating a Trainee on the transferable skills and behaviors necessary to become a good Pilot. For a Trainee to become a good Pilot, he or she must have more than an academic background in local knowledge, legislation and regulations, vessel performance (with emphasis on specific features of the Southeast Alaska operating environment, including emergency procedures), and management of the human factor in Piloting. The Training Pilot is a primary source of this information. This is not to misconstrue where the initiative and emphasis must lie in obtaining that information – that initiative and emphasis will always rest with the Trainee.</p> <p>(3) Review Trainee preparations and suitability for the training opportunity. Training Pilots should ensure a Trainee has presented himself properly authorized and prepared for the training opportunity. Of specific note is to ensure that a Trainee is present on</p>	<p>satisfactory and counts towards the requirements of licensure.</p> <p>(c) Training pilots are encouraged to refresh themselves on the provisions of this training program as it applies to the trainees and deputy marine pilots who they are supervising.</p>	
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Existing 2012 Volume II	Proposed Volume II	Comments
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<p>the bridge for training in ample time, has verified that actual conditions are consistent with the plans and expectations, and adjusted their thinking accordingly. Guidelines for Observer Trips and Supervised movements are provided in Part III.</p> <p>(4) It is in the best interests of the Trainee and SEAPA, that the Training Pilot take the time to ensure quality entries are made as appropriate, particularly with respect to the TERs and TARs. Training Pilots are responsible for appropriate review and entries into the various Trainee records, including:</p> <ul style="list-style-type: none"> i. Federal Pilotage Observer Trip verification forms, ii. State Pilotage Observer Trip verification forms, <p>(d) Training Pilots have no obligation, to share living accommodations or expenses with a Trainee.</p> <p>(e) Per 12 AAC 56.016(b), a Training Pilot is not required to accept a Trainee. A Training Pilot is required to notify the Training Chair of non-acceptance of a Trainee. The Training Chair will make additional notifications of Trainee non-acceptance as appropriate. Qualifying reasons for non-acceptance of a Trainee include (but are not limited to) the following types of concerns:</p> <ul style="list-style-type: none"> (1) Unauthorized presence of a Trainee. If the Training Pilot determines that the Trainee is presenting himself for training without proper authorization, the Training Pilot may choose to not accept the Trainee. (2) Trainee not in a suitable condition for training. If the Training Pilot reasonably suspects a Trainee is impaired for any reason, or that the 	<p>(d) It is in the best interests of the trainee and SEAPA, that the training pilot take the time to carefully complete, with comments, the training form presented by the trainee.</p> <p>(e) Training pilots have no obligation to share living accommodations or expenses with a trainee.</p> <p>(f) Per 12 AAC 56.016(b), a training pilot is not required to accept a trainee, but is required to notify the MPC of non-acceptance of a trainee. Valid reasons for non-acceptance of a trainee include (but are not limited to) the following types of concerns:</p> <ul style="list-style-type: none"> 1. Unauthorized presence of a trainee. If the training pilot determines that the trainee is presenting himself for training without proper authorization from the Training Chair, the training pilot may choose to not accept the trainee. 2. Trainee not in a suitable condition for training. If the training pilot reasonably suspects a trainee is impaired for any reason, or that the trainee does not present him/herself for training in a professional manner, and/or the 	
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Existing 2012 Volume II	Proposed Volume II	Comments
<p>Trainee does not present him/herself for training in a professional manner, and/or the Trainee is not properly rested and therefore not properly prepared for the training opportunity, the Training Pilot may decline acceptance of the Trainee.</p> <p>(3) Lack of preparation for a training opportunity. If the Trainee presents himself for the training opportunity with a substantive lack of preparation for the training opportunity, the Training Pilot may decline acceptance of the Trainee.</p> <p>(f) Non-acceptance of a Trainee should not be confused with denying a Trainee the opportunity for supervised work based on the training conditions and environment that exist at the moment of training. It is always the Training Pilot's judgment call as to whether an evolution can be safely and productively accomplished via a Trainee. Factors include the progression in training performance and status of a Trainee in their training plan combined with the onsite navigational, maneuvering and environmental challenges of the specific situation. Denying a Trainee a specific training opportunity due to on-site conditions and through no fault of the Trainee is not considered "non-acceptance" of a Trainee for the purposes of this part, and accordingly no reporting requirement exists.</p> <p>(h) A Trainee MAY NOT be allowed to assume the Conn under instruction for any purpose, until the Training Chair has notified the State Marine Pilot Coordinator of a Trainee's acceptance to begin supervised training in accordance with Part III. An otherwise qualified Trainee MAY NOT be allowed to assume the conn without the presence of a Training Pilot on the bridge with the Trainee.</p> <p>(i) Training Pilots are encouraged to submit to the Training Committee written comments</p>	<p>trainee is not properly rested and therefore not properly prepared for the training opportunity, the training pilot may decline acceptance of the trainee.</p> <p>3. Lack of preparation for a training opportunity. If the trainee presents himself for the training opportunity with a substantive lack of preparation for the training opportunity, the training pilot may decline acceptance of the trainee.</p> <p>(g) Non-acceptance of a trainee should not be confused with denying a trainee the opportunity for supervised work based on the training conditions and environment that exist at the moment of training. It is always the training pilot's judgment call as to whether an evolution can be safely and productively accomplished via a trainee. Factors include the performance and training status of a trainee, combined with the onsite navigational, maneuvering and environmental challenges of the specific situation. Denying a trainee a specific training opportunity due to on-site conditions and through no fault of the trainee is not considered "non-acceptance" of a trainee for the purposes of this part, and accordingly no reporting requirement exists.</p> <p>(h) A trainee MAY NOT be allowed to assume the conn under instruction for any purpose, until the Training Chair has notified the State Marine Pilot Coordinator of a trainee's acceptance to begin supervised training in accordance with Part III. An otherwise qualified trainee MAY NOT be allowed to assume the conn without the presence of a training pilot on the bridge with the trainee.</p> <p>(i) Training pilots are encouraged to submit to the Training Committee written comments regarding a</p>	

Existing 2012 Volume II	Proposed Volume II	Comments
regarding a Trainee's skill, performance and advancement levels.	trainee's skill, performance and progress.	
<p>PART X - Misconduct, Violations, Dismissal, and Grievance Procedures</p> <p>(a) Misconduct, violations, dismissals, and grievances; including appeals, hearings, and arbitration, shall be governed by the procedures set forth in Article X of the Association's Bylaws. The Association Bylaws and Training Program have been approved by the State of Alaska Board of Marine Pilots. Disputes regarding applications related to selection and processing of Trainees should be addressed to the Board of Marine Pilots in care of the State of Alaska Marine Pilot Coordinator.</p> <p>(b) Violations of the Training Program that can result in sanctions imposed by the Training Committee include those set forth in Article X of the Association's Bylaws, and violating any part of this Training Program and failure to comply with a directive of the Training Committee. The Training Committee may impose any sanction it deems appropriate, including, but not limited to those set forth in Article X of the Bylaws.</p> <p>(c) Failure of a Trainee or Apprentice to make satisfactory progress as per Part IV(f) (for Marine Pilot Trainees), Part V(b) (for Deputy Marine Pilot Trainees), or Part VI(f)(1) (for Apprentices), shall constitute a violation of the Training Program and will be subject to sanctions as established by the Training Committee.</p> <p>(d) The Trainee is responsible for accurately assessing, planning, completing and recording their training requirements and accomplishments; falsification of any records is grounds for immediate dismissal from the Training Program.</p> <p>(e) The Association will notify the Board of Marine Pilots within thirty (30) days if any Trainee or Apprentice is dismissed from the</p>	<p>PART X - Misconduct, Violations, and Dismissal Procedures</p> <p>(a) Trainees are subject to possible dismissal from the SEAPA training program for violating the Conduct Policies for Trainees (Appendix Two), for failing to follow the requirements of this training manual, for violating any applicable law or regulations, or for failing to make satisfactory progress. The Training Committee is charged with resolving all such matters involving trainees.</p> <p>(b) If the Training Committee determines that a trainee is not progressing in a satisfactory manner relative to their individual training plan, the Committee will provide the trainee with a written explanation of the deficiencies including specific suggestions on how to improve. The Marine Pilot Coordinator will be copied on this correspondence.</p> <p>(c) If the Training Committee has reason to believe that a trainee has violated the Conduct Policies, violated any applicable State or Federal Law, falsified records, or failed to adhere to the requirements of the training program, the Committee will as soon as possible notify the trainee of the concern, providing thirty days' notice prior to convening a hearing. The trainee may attend the hearing, and is encouraged to do so.</p> <p>(d) Possible actions by the Training Committee include dismissal of the charge or complaint, issuing a written warning, and dismissal of the trainee from the training program.</p> <p>(e) A decision to dismiss a trainee from the training program must be ratified by a majority vote of the Association's pilot membership in accordance with Article VI of the bylaws.</p> <p>(f) The Association will notify the Board of Marine Pilots within thirty days if any trainee is dismissed from the Association's training program.</p>	<p>This section is new because the existing deference to Article X of the bylaws was not valid. Article X of the bylaws explicitly does not apply to trainees.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
Association's Training Program.	(g) Appendix Two describes the process for trainees who believe they have been subject to harassment or illegal discrimination.	
<p>PART XI – Definitions</p> <p>(a) “Marine Pilot Trainee”: A Marine Pilot licensed by the State of Alaska in a pilotage region of Alaska, other than Region One, desiring to be transferred to Region One and who has been accepted into the Association’s Training Program.</p> <p>(b) “Deputy Marine Pilot Trainee”: An individual who has been accepted into the Association’s Deputy Marine Training Program and has submitted evidence to the Association that he/she has met the sea time and experience requirements for entry into the Deputy Marine Pilot Training Program.</p> <p>(c) “Deputy Marine Pilot Apprentice Trainee” (also referred to as “Apprentice”): An individual, who has been accepted into the Association’s Deputy Marine Pilot Apprenticeship Program, approved by the Board of Marine Pilots under AS 08.62.093(b) (6) and 12 AAC 56.033.</p> <p>(d) “Applicant”: An individual who has applied to the Association for acceptance as a Marine Pilot Trainee, Deputy Marine Pilot Trainee or Apprentice but has not begun the Association selection process. See “Trainee Candidate”.</p> <p>(e) “Trainee Candidate”: An individual who has submitted an application for a training position, who has met the initial minimum eligibility requirements, in the Trainee selection process, who has not yet been either accepted or denied acceptance as a Trainee in the Association Training Program.</p> <p>(f) “Training Activity”: Training, within Region One, toward the attainment of State and federal pilotage requirements including, but not limited to: pilot observing; supervised movements and maneuvers, as defined in 12 AAC 56.990, including conning, docking</p>		<p>Deleted entire section.</p> <p>Everything that is defined here is either already defined in Vol 1 or 2, or defined in context.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
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<p>and undocking, mooring and unmooring, anchoring and weighing anchor; attainment of federal pilotage not required by the State; and, upon completion of federal trip requirements, preparation and completion of federal and State pilotage exams.</p> <p>(g) “Incompetent”: The exercise of pilotage duties in a manner which endangers life or property, or the failure to exercise the requisite knowledge and skill expected and required of a Trainee and/or Apprentice.</p> <p>(h) “Trainee”: An individual accepted into the Association Training Program independent of their categorization as a Marine Pilot Trainee, Deputy Marine Pilot Trainee, or a Deputy Marine Pilot Apprentice Trainee. The Federal Pilotage requirements are the same for all three categories of Trainees. It is under the State system that important distinctions are made for the three categories of Trainees. In the Association Training Program, requirements that apply to all three categories of Trainees will be referenced by the use of the term “Trainee”. If a requirement is specific only to a category of Trainee, then the appropriate qualifier (i.e. Marine Pilot Trainee, Deputy Marine Pilot Trainee, or a Deputy Marine Pilot Apprentice Trainee) will be used.</p> <p>(i) “Apprentice”: See the definition for Deputy Marine Pilot Apprentice Trainee.</p> <p>(j) “Supervised movement”: A term applied to all situations in which a Trainee has the Conn under instruction of a Training Pilot for supervised dockings, undockings, moorings, unmoorings, anchorings, underway from anchor, and transits of specific waterways.</p> <p>(k) “Observer Trips”: Embarkation of a Trainee on a vessel for the purpose of learning the characteristics of a waterway or port, the navigation procedures and concerns, conning techniques and standard practices, and the local knowledge issues specific to that waterway or port. Observer Trips do not involve assumption of the Conn under instruction by a Trainee. Observer trips must</p>		
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Existing 2012 Volume II	Proposed Volume II	Comments
<p>be signed by the Master or Pilot-of-record.</p> <p>(l) “Training Opportunity”: A training opportunity is the availability of one observer trip, supervised maneuver, or supervised transit; one evolution.</p> <p>(m) “Office”: The SEAPA office managers.</p> <p>(n) “Assessment”: Evaluation of a supervised movement by a Training Pilot. The supervised movement is unassisted by the Training Pilot and is a pass/fail evaluation documented on the form provided in this program.</p> <p>(o) “Ice condition”: A concentration of ice in which the Training Pilot believes the objectives for conning in ice can be met given the conditions encountered.</p> <p>(p) “Transit”: Consistent with the USCG requirements for Federal Pilotage, a one-way traverse of the waterway from one end to the other (but not back again).</p> <p>(q) “Round Trip”: Consistent with the USCG requirements for Federal Pilotage, traveling from one of the geographical boundaries (for the waterway) inbound (or northbound/eastbound) and then back again in the opposite direction outbound (or southbound/westbound) to the geographical boundary.</p> <p>(r) “TER” Training Evaluation Report.</p> <p>(s) “TAR” Trainee Assessment Report.</p>		
<p>PART XII – Amendments, Conflicts and Assent</p> <p>(a) The Training Committee may make minor and/or clarifying amendments to, or changes of, the Training Program as provided in the Association’s Bylaws. 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</p>	<p>PART XI – Amendments, Conflicts and Assent</p> <p>(a) The Training Committee may make minor and/or clarifying amendments to, or changes of, the Training Program as provided in the Association’s Bylaws. 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</p>	<p>No change.</p>

Existing 2012 Volume II	Proposed Volume II	Comments
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<p>approval.</p> <p>(b) Trainees, Apprentice Trainees, Marine Pilots, and Deputy Marine Pilots subject to this Training Program shall agree to adhere to, and be bound by, the Association's Bylaws, Operating Rules, and Training Program as they may be amended.</p> <p>(c) Trainees shall receive, and be required to adhere to the terms, conditions, and requirements set forth in the Training Committee Policies Handbook provided separately.</p>	<p>approval.</p> <p>(b) Trainees and pilots subject to this training program shall agree to adhere to, and be bound by, the Association's bylaws, operating rules, and this training manual including appendices.</p>	<p>Consolidating language</p>
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SouthEast Alaska Pilots' Association

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pilots@seapa.com

Captain Paul F. Merrill, President
Captain Kathy Flury, Vice President

4 October 2016
Via email
sara.chambers@alaska.gov

Ms. Sara Chambers
Interim Marine Pilot Coordinator
Division Operations Manager
State of Alaska
Department of Commerce, Community, and Economic Development
Division of Corporations, Business, and Professional Licensing
333 Willoughby Ave, 9th Floor
Juneau, Alaska 99801

Re: Bieli Rocks Trial Pilot Station

Based upon further analysis of the Bieli Rocks Trial Pilot Station during the 2016 Cruise season, the Southeast Alaska Pilots' Association concludes that, with a minor alteration in position, the Trial Pilot Station should be made permanent.

SEAPA suggests the final position of the station be:

A point one mile 315 degrees True from Bieli Rocks; approximate position 57°-06' north latitude, 135°-31' west longitude.

This position is about three miles North of the preliminary position, still allows sufficient sea room for the vessels, and provides better shelter for safely embarking or disembarking pilots.

Sincerely,

Captain Paul F. Merrill
President
Southeast Alaska Pilots' Association

Byron Mallott
Lieutenant Governor
State Capitol
Juneau, Alaska 99811
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**OFFICE OF THE LIEUTENANT GOVERNOR
ALASKA**

MEMORANDUM

TO: Jun Maiquis
Department of Commerce, Community and Economic Development

FROM: Scott Meriwether, Office of the Lieutenant Governor *CS*
465.4081

DATE: September 12, 2016

RE: Filed Permanent Regulations: Board of Marine Pilots

Regulations re: qualifications for marine pilots, availability of marine pilots in the Western Alaska Region, and duties of marine pilots regarding collisions, allisions, and groundings (12 AAC 56.029(2); 12 AAC 56.205(b); 12 AAC 56.960(d); 12 AAC 56.990(a)(34))

Attorney General File: JU2016200264

Regulation Filed: September 9, 2016

Effective Date: October 9, 2016

Print: 220, January 2017

cc with enclosures: Linda Miller, Department of Law
Micaela Fowler, Department of Commerce, Community & Economic
Development
Dianne Blumer, Administrative Regulation Review Committee
Judy Herndon, LexisNexis

ORDER CERTIFYING THE CHANGES TO
REGULATIONS OF THE BOARD OF MARINE PILOTS

The attached four pages of regulations, dealing with general requirements for marine pilot license, availability of pilots, duties of pilots, and definitions, are hereby certified to be a correct copy of the regulation changes that the Board of Marine Pilots adopted at its May 17, 2016 teleconference meeting, under the authority of AS 08.62.040, AS 08.62.100, AS 08.62.160, and AS 08.62.190 and after compliance with the Administrative Procedure Act (AS 44.62), specifically including notice under AS 44.62.190 and 44.62.200 and opportunity for public comment under AS 44.62.210.

This action is not expected to require an increased appropriation.

On the record, in considering public comments, the Board of Marine Pilots paid special attention to the cost to private persons of the regulatory action being taken.

The regulation changes described in this order take effect on the 30th day after they have been filed by the lieutenant governor, as provided in AS 44.62.180.

DATE:

5/26/2016
Juneau, Alaska


Chris Hladick, Chairman,
Board of Marine Pilots

FILING CERTIFICATION

I, Byron Mallott, Lieutenant Governor for the State of Alaska, certify that on September 9, 2016 at 2:30p .m., I filed the attached regulations according to the provisions of AS 44.62.040 – 44.62.120.


Byron Mallott, Lieutenant Governor

Effective: October 9, 2016.

Register: 220, January 2017

7

Chapter 56. Board of Marine Pilots.

12 AAC 56.029(2) is amended to read:

this state

(2) show that the applicant has held a valid deputy marine pilot license in Alaska for a minimum of three [CALENDAR] years while remaining eligible for license renewal during this period of service without use of the familiarization trips under AS 08.62.120;

Alaska
Capra

(Eff. 11/1/93, Register 128; am 5/29/96, Register 138; am 3/21/99, Register 149; am 10/24/2002, Register 164; am 10/25/2002, Register 164; am 9/12/2006, Register 179; am 5/26/2007, Register 182; am 1/29/2009, Register 189; am 10 / 9 / 2016, Register 220)

Authority: AS 08.62.040 AS 08.62.100

12 AAC 56.205(b) is repealed and readopted to read:

(b) Except as provided in (d) of this section,

(1) in Akutan of the Western Alaska Region, an agent, owner, or master of a vessel shall inform the appropriate pilot organization of a vessel movement at least 48 hours before the movement in order to provide sufficient time for a pilot to arrive at the vessel by the available means of transportation. ^(lowercase)) A pilot will be considered unavailable for service only if the under 48-hour notice ^(lowercase)) required under ^(lowercase)) by this paragraph subsection is given and a pilot does not show up at the vessel to render service. ^(lowercase)) If the agent, owner, or master of a vessel requests a pilot, and the pilot attempts to reach the vessel but cannot do so within 48 hours due to factors beyond the pilot's control, and the vessel then leaves without the pilot, the vessel or the vessel's owner may be charged for the actual expenses incurred by the pilot in attempting to reach the vessel. ^(lowercase)) under ^(lowercase)) If the 48-hour notice is paragraph not given as required under ^(lowercase)) by this paragraph subsection and a pilot is not able to reach the vessel to render pilot

7

services, the vessel or the vessel's owner may be charged for the transportation costs incurred by the pilot in attempting to reach the vessel and the pilotage charge and all other charges that would have been incurred had the pilot reached the vessel and provided pilotage services;

(2) in the Pribilof Islands, Port Clarence, and the Kuskokwim Bay Region of the Western Alaska Region, including Bethel, an agent, owner, or master of a vessel shall inform the appropriate pilot organization of a vessel movement at least 96 hours before the movement in order to provide

sufficient time for a pilot to arrive at the vessel by the available means of transportation. under A pilot ^(lowercase)) will be considered unavailable for service only if the 96-hour notice required by this paragraph subsection is

given and a pilot does not show up at the vessel to render service. under If the agent, owner, or master of a vessel requests a pilot, and the pilot attempts to reach the vessel but cannot do so within 96

hours due to factors beyond the pilot's control, and the vessel then leaves without the pilot, the vessel or the vessel's owner may be charged for the actual expenses incurred by the pilot in

attempting to reach the vessel. under If the 96-hour notice is not given as required by this paragraph subsection,

and a pilot is not able to reach the vessel to render pilot services, the vessel or the vessel's owner may be charged for the transportation costs incurred by the pilot in attempting to reach the vessel and the pilotage charge and all other charges that would have been incurred had the pilot reached

the vessel and provided pilotage services; and

(3) in all other locations of the Western Alaska Region, an agent, owner, or master of a vessel shall inform the appropriate pilot organization of a vessel movement at least

72 hours before the movement in order to provide sufficient time for a pilot to arrive at the vessel by the available means of transportation. under A pilot will be considered unavailable for service only

if the 72-hour notice required by this paragraph subsection is given and a pilot does not show up at the vessel to render service. under If the agent, owner, or master of a vessel requests a pilot, and the pilot

attempts to reach the vessel but cannot do so within 72 hours due to factors beyond the pilot's control, and the vessel then leaves without the pilot, the vessel or the vessel's owner may be charged for the actual expenses incurred by the pilot in attempting to reach the vessel. If the 72-hour notice is not given as required by this under paragraph ^{lowercase} subsection and a pilot is not able to reach the vessel to render pilot services, the vessel or the vessel's owner may be charged for the transportation costs incurred by the pilot in attempting to reach the vessel and the pilotage charge and all other charges that would have been incurred had the pilot reached the vessel and provided pilotage services.

(Eff. 11/7/93, Register 128; am 4/7/95, Register 134; am 8/9/97, Register 143; am 5/31/2000, Register 154; am 2/12/2005, Register 173; am 10/9/2016, Register 220)

Authority: AS 08.62.040 AS 08.62.190

12 AAC 56.960(d) is amended to read:

(d) If a vessel piloted by a state licensed pilot **is involved in a collision, allision, or grounding** [GOES AGROUND, COLLIDES WITH ANOTHER VESSEL OR DOCK, MEETS WITH ANY CASUALTY, OR IS DAMAGED IN ANY WAY], the pilot shall, no later than 72 hours after returning ashore after the incident, file with the marine pilot coordinator an incident report as described in 12 AAC 56.965. The marine pilot coordinator ^{may} will, in the coordinator's discretion ^{discretion} investigate the reported incident.

(Eff. 6/11/71, Register 38; am 6/19/74, Register 50; am 5/12/78, Register 66; am 7/24/83, Register 87; am 12/26/86, Register 100; am 8/29/87, Register 103; am 7/26/90, Register 115; am 11/7/93, Register 128; am 5/17/95, Register 134; am 6/16/96, Register 138; am 1/23/99, Register 149; am 3/15/2002, Register 161; am 10/9/2016, Register 220)

7

Authority: AS 08.62.040 AS 08.62.160

regarding years of service under
has the meaning given
in 46 C.F.R. 10.107
IN

12 AAC 56.990(a)(34) is amended to read:

(34) "year" as used ~~in~~ AS 08.62.093(b)(1) - (4) [AS 08.62.093(b)] means the ~~same as~~ (((caps)))

Caps same as year in 46 C.F.R. 10.107, ~~elsewhere, year means 365 days~~ [10.103];

(Eff. 6/11/71, Register 38; am 6/19/74, Register 50; am 5/12/78, Register 66; am 7/24/83, Register 87; am 12/26/86, Register 100; am 8/29/87, Register 103; am 7/26/90, Register 115; am 5/13/92, Register 122; am 4/7/93, Register 126; am 10/2/93, Register 127; am 7/15/95, Register 135; am 6/16/96, Register 138; am 6/17/96, Register 138; am 1/23/99, Register 149; am 3/21/99, Register 149; am 5/31/2000, Register 154; am 3/15/2002, Register 161; am 10/24/2002, Register 164; am 5/26/2007, Register 182; am 1/29/2009, Register 189; am 11/4/2009, Register 192; am 10/28/2010, Register 196; am 10 / 9 / 2016, Register 220)

Authority: AS 08.62.040 AS 08.62.160