

# ***Statutes and Regulations*** **Marine Pilots**

***September 2024***



DEPARTMENT OF COMMERCE, COMMUNITY,  
AND ECONOMIC DEVELOPMENT

**DIVISION OF CORPORATIONS, BUSINESS  
AND PROFESSIONAL LICENSING**

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**CHAPTER 62.  
MARINE PILOTS**

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**ARTICLE 1.  
BOARD OF MARINE PILOTS**

**Section**

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**Sec. 08.62.010. Creation and membership of board.** There is created the Board of Marine Pilots. It consists of two pilots licensed under this chapter who have been actively engaged in piloting on vessels subject to this chapter, two registered agents or managers of vessels subject to this chapter who are actively engaged in the procurement of pilotage services, two public members in accordance with AS 08.01.025, and the commissioner or the commissioner's designee. Not more than one pilot and one registered agent or manager may be from any one pilotage region established by the board. Not more than one registered agent or manager may be employed by, be a contractor for, or hold a financial interest in the same marine industry business entity, including commonly owned, affiliated, or subsidiary business entities. All members of the board shall be residents of the state.

**Sec. 08.62.020. Appointment and term of office.** The governor shall appoint the members of the board under AS 08.01.020.

**Sec. 08.62.030. Meetings.** The board shall hold at least three regularly scheduled meetings each year. The board may hold special meetings at the call of the chair or at the request of a majority of the members of the board.

**Sec. 08.62.040. Powers, duties, and limitations.** (a) The board shall

(1) provide for the maintenance of efficient and competent pilotage service on the inland and coastal water of and adjacent to the state to assure the protection of shipping, the safety of human life and property, and the protection of the marine environment;

(2) consistent with the law, adopt regulations, subject to AS 44.62 (Administrative Procedure Act), establishing the qualifications of and required training for pilots and providing for the examination of pilots and the issuance of original or renewal pilot licenses to qualified persons;

(3) keep a register of licensed pilots, licensed deputy pilots, and agents;

(4) adopt regulations establishing

(A) pilotage regions in the state;

(B) the criteria for concurring in the amount of license, application, training, investigation, and audit fees proposed by the department under AS 08.01.065;

(C) the criteria for recognizing pilot organizations under AS 08.62.175;

(5) make available, upon request, copies of this chapter and the regulations adopted under this chapter;

(6) review and approve the articles, bylaws, and rules of pilot organizations;

(7) audit a pilot organization or an individual pilot as necessary to implement and enforce this chapter;

(8) review and approve training programs conducted by pilot organizations; the board shall cooperate with the Department of Environmental Conservation in the review and approval of training programs for pilots of tank vessels;

(9) establish and publish the dates of future license examinations; and

(10) approve or disapprove rates for pilotage services as provided under AS 08.62.046.

(b) The board may, by regulation, make any other provision for proper and safe pilotage upon the inland and coastal water of and adjacent to the state and for the efficient administration of this chapter, including establishing

(1) different licensing criteria for a pilotage region if justified by regional differences in piloting;

(2) a mandatory drug and alcohol testing program, including random tests, post-incident tests, and tests based upon reasonable cause, for pilots licensed under this chapter and for trainees and apprentices seeking a license or endorsement under this chapter; the board may delegate responsibility for administration of all or a portion of a testing program to pilot organizations;

- (3) criteria for trainee selection and for training programs conducted by pilot organizations;
  - (4) standards under which a pilot may receive a license or an endorsement to a license to pilot vessels in more than one pilotage region under AS 08.62.080(b); and
  - (5) procedures for the review of proposed rates by the board under AS 08.62.046.
- (c) The board may, for good cause, require a pilot licensed under this chapter to submit to a physical or mental examination to determine the pilot's fitness to perform the duties of a pilot.
- (d) Notwithstanding the exemption from AS 45.50.562 - 45.50.596 granted to pilot organizations under AS 45.50.572(a), the board may not adopt a regulation or take other action resulting in anti-competitive activities that, if the board were subject to AS 45.50.562 - 45.50.596, would violate AS 45.50.562 - 45.50.596.
- (e) The board may delegate duties to the marine pilot coordinator as necessary to assist the board in administering and enforcing this chapter.
- (f) The board may impose a civil fine on the owner or operator of a pleasure craft of foreign registry who, in violation of this chapter, fails to employ a pilot licensed under this chapter or fails to comply with the pilotage requirement under AS 08.62.180(b). Notwithstanding AS 08.01.075, the amount of the civil penalty may not exceed \$10,000 for each violation. Each entry into state water in violation of this chapter or AS 08.62.180(b) is a separate violation.

**Sec. 08.62.045. Pilotage tariffs.** *[Repealed, Sec. 35 ch 89 SLA 1991.]*

**Sec. 08.62.046. Rates for pilotage services.** (a) A pilot organization recognized by the board shall adopt and publish rates for the provision of pilotage services. The pilot organization shall adopt rates for pilotage services as provided under this section. Notwithstanding this section, a pilot organization may enter into agreements with the master, owner, operator, or agent of a master, owner, or operator, of a vessel for the provision of pilotage services at rates of compensation that are different from the rates adopted under this section. Unless a pilot organization has an agreement with the master, owner, operator, or agent of a master, owner, or operator, of a vessel that sets rates for the provision of a pilotage service, the pilot organization may not charge a rate for the provision of the pilotage service to the vessel that is different from the rate adopted or established under this section.

(b) If a pilot organization intends to adopt a new or revised rate for the provision of a pilotage service, the pilot organization shall, before October 15, send a notice of intent to adopt a rate for provision of the pilotage service to the board and to all registered agents and publish the notice on at least three days during a period of 14 consecutive days in a newspaper of general circulation in the state. The notice of intent to adopt a rate must include a copy of the proposed rate and the name and mailing address of the pilot organization that intends to adopt the rate. If no objection to the proposed rate is filed with the board under (c) of this section, the rate takes effect on January 1 of the year following the year in which the notice of the intent to adopt the rate was filed with the board.

(c) The master, owner, operator, or agent of the master, owner, or operator, of a vessel required to employ a pilot under this chapter may object to the proposed rate for a specific pilotage service by filing a written notice of objection, containing the grounds for the objection and relevant evidence demonstrating that the rate is not reasonable, with the board within 60 days after the final date of publication of the proposed rate in a newspaper of general circulation. The pilot organization that proposed the rate has until 15 days after the close of the period for filing objections to the proposed rate to provide its written response to the notice of objection and relevant evidence demonstrating that the rate is reasonable. If the pilot organization does not respond to the notice of objection by the close of the 15-day period for response to the objection, the board may not take action on the proposed rate and the proposed rate does not take effect. If the pilot organization does respond to the notice of objection before the close of the response period, the board shall hold a hearing to determine whether the proposed rate is reasonable. If the board finds that the proposed rate is reasonable, the rate is approved and takes effect retroactive to January 1 of the calendar year in which the rate would have taken effect under (b) of this section if no objection had been filed. If the board finds that the proposed rate is not reasonable, the proposed rate is disapproved and does not take effect. In determining what constitutes a reasonable rate, the board shall consider the following factors:

- (1) current and historical rates charged for comparable pilotage services;
- (2) the actual time aboard the vessel, time engaged in preparing to provide the pilotage services, seasonal and weather conditions, and risks;
- (3) the reasonable expenses incurred in provided the pilotage services such as dispatch, transportation, overhead, and other associated expenses;
- (4) the financial effect of pilotage expenses on the owner of the vessel, except that this factor shall only be considered if the owner provides all financial information that the board determines is necessary to determine the financial effect;
- (5) the number of vessels and volume of pilotage services at issue in the dispute and the number of members of the pilot organization;
- (6) the effect of the determination on the income of affected pilots relative to prior years, taking into account changes in vessel tonnage and vessel traffic in the pilotage region from year-to-year;
- (7) prior determinations under this subsection; and
- (8) other factors the board considers relevant.

(d) Pending the review and approval of the proposed rate for a specific pilotage service by the board under (c) of this section, the current rate then in effect for that pilotage service remains in effect until the board approves the

proposed rate. If the proposed rate approved by the board is greater than the current rate, then the master, owner, or operator of the vessel or the vessel is liable for the payment of the additional amount owed for the provision of pilotage services during the pendency of the review by the board due to retroactive application of the approved rate under (c) of this section. If the proposed rate is less than the current rate, then the pilot organization is liable to the master, owner, or operator of the vessel or the vessel for reimbursement of the amount overpaid for the provision of pilotage services during the pendency of the review by the board due to the retroactive application of the approved rate under (c) of this section.

(e) If the board finds under (c) of this section that a proposed rate is not reasonable, the pilot organization may propose a new rate for that pilotage service within 60 days after the decision of the board is issued by sending a notice of intent to adopt a rate for provision of the pilotage service to the board and to all registered agents and publishing the notice on at least three days during a period of 14 consecutive days in a newspaper of general circulation in the state. The notice of intent to adopt a rate must include a copy of the proposed rate and the name and mailing address of the pilot organization that intends to adopt the rate. If a timely objection to the proposed rate is not filed with the board under (c) of this section, the rate takes effect retroactive to January 1 of the same calendar year in which the initial rate proposed under (b) of this section would have taken effect if no objection had been filed. If a timely objection is filed, the provisions of (c) and (d) of this section apply to the proposed rate.

(f) The board shall provide a schedule of rates adopted under this section to agents registered under AS 08.62.187.

**Sec. 08.62.050. Marine pilot coordinator.** (a) The department, with the approval of the board, may hire a marine pilot coordinator who is qualified to assist the board in administering and enforcing the provisions of this chapter. The coordinator is in the partially exempt service under AS 39.25.120.

(b) The person who is hired as coordinator may not

- (1) be an active member of a pilot organization in the state;
- (2) work as a pilot while employed as the coordinator, except to the extent required by official duties; or
- (3) have a financial interest in a pilot organization or in a pilot vessel or other equipment used by a pilot organization.

(c) In addition to other duties as may be assigned by the board, the marine pilot coordinator may review applications for examination and licensure to ascertain whether the applicant satisfies the applicable requirements.

## ARTICLE 2. LICENSING

### Section

- 80. License required; restrictions and conditions
- 90. Application
- 93. Qualifications for deputy marine pilot license
- 97. Training programs for deputy marine pilot license
- 100. Qualifications for a marine pilot license
- 120. Renewal of licenses
- 130. Lapsed license
- 140. Fees
- 150. Denial, revocation, or suspension
- 155. Disciplinary sanctions

**Sec. 08.62.080. License required; restrictions and conditions.** (a) A person may not pilot a vessel subject to this chapter unless the person is licensed under this chapter and is a member of a pilot organization recognized by the board.

(b) A pilot may not be licensed in more than one pilotage region at one time unless the commissioner determines that an actual or imminent shortage of licensed pilots exists in a pilotage region. If the commissioner makes the determination described in this subsection, the board may, after consultation with the recognized pilot organizations and registered agents in the affected pilotage region, issue temporary licenses for the affected pilotage region to pilots who already hold a license for another pilotage region. The board shall ensure that sufficient pilots are available to provide pilotage services in the affected pilotage region to all vessels required to employ a pilot under this chapter. A temporary license issued under this subsection is valid for a period of not more than one year.

(c) A license issued under this chapter must identify the specific waterways and ports in each pilotage region in which a licensee is authorized by the board to pilot vessels. The board shall authorize a licensee to pilot vessels in a specific waterway or port in a pilotage region upon the licensee satisfying the training and other qualifying requirements required by the board to pilot vessels in that waterway or port.

**Sec. 08.62.090. Application.** (a) A person who desires to be licensed under this chapter shall apply in writing to the department.

(b) The application shall provide the information and be made on a form prescribed by the department.

(c) In order to be eligible to take the next scheduled examination, a person shall file the application with the board at least 60 days before the date of the examination.

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

(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;
- (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.

(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.

(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.

(e) *[Repealed, Sec. 22 ch 74 SLA 1995.]*

**Sec. 08.62.097. Training programs for deputy marine pilot license.** (a) The board shall establish standards for training programs for a deputy marine pilot license. The standards may include requirements for

- (1) supervised familiarization and training trips on vessels subject to this chapter;
- (2) supervised dockings, undockings, and tug assisted maneuvers;
- (3) special training or experience necessary to qualify for a deputy marine pilot license for a particular marine pilotage region;
- (4) completion of the training program within a specified period;
- (5) other training or experience that the board considers appropriate.

(b) A person who supervises the training of persons who are seeking a deputy marine pilot license under this chapter shall

- (1) hold a marine pilot license issued under AS 08.62.100; however, if the board finds that there are no marine pilots licensed in a pilotage region who are available to supervise training under this section, the board may authorize a person who is licensed in that pilotage region as a deputy marine pilot to supervise the training of persons who are seeking a deputy marine pilot license in that pilotage region;
- (2) receive prior authorization from the board to supervise the training of those persons;
- (3) maintain a written log and evaluation on a form provided by the board of the training and progress of the person being supervised.

**Sec. 08.62.100. Qualifications for a marine pilot license.** (a) The board shall issue a marine pilot license for a marine pilotage region to a person who

- (1) is a citizen of the United States;
- (2) passes examinations that may be required by the board;
- (3) has three years experience as a deputy marine pilot licensed under this chapter; and
- (4) satisfies additional requirements as may be required by the board by regulation.

(b) Notwithstanding (a) of this section, a person who holds a marine pilot license of any type on the day before July 2, 1991 shall, subject to continued eligibility for the license under this chapter and regulations adopted under this chapter, receive a renewable marine pilot license of the same type and subject to the same qualifications and endorsements as that which the person held on July 1, 1991. A person who receives a license under this subsection may change the type of marine pilot license and the qualifications and endorsements attached to the license in accordance with regulations adopted by the board.

**Sec. 08.62.110. Previous licensure.** *[Repealed, Sec. 27 ch 6 SLA 1984.]*

**Sec. 08.62.120. Renewal of licenses.** (a) In order to renew a marine pilot license, a person who is licensed under AS 08.62.100 shall

- (1) submit an application for renewal of the license on a form provided by the department;
  - (2) submit proof of continued qualification under AS 08.62.100 to receive a marine pilot license;
  - (3) provide evidence of satisfactory completion of a physical examination by a licensed physician within 60 days before the date of renewal of the license;
  - (4) submit proof satisfactory to the board that the person has
    - (A) engaged in piloting vessels subject to this chapter in the marine pilotage region for which the license is to be renewed during at least 120 days in the licensing period immediately preceding the licensing period for which renewal is sought; or
    - (B) completed the minimum number of familiarization trips required by the board for renewal of a marine pilot license for a marine pilotage region for which the license is to be renewed.
- (b) The board shall establish criteria for the renewal of a deputy marine pilot license.

**Sec. 08.62.130. Lapsed license.** (a) The board shall reinstate a lapsed marine pilot license if, in addition to complying with the requirements of AS 08.01.100(a) - (c) and AS 08.62.120, the pilot takes and passes a written and oral examination if the license has been lapsed one year or more.

- (b) The board shall establish criteria for reinstatement of a lapsed deputy marine pilot license.

**Sec. 08.62.140. Fees.** (a) The department shall set fees under AS 08.01.065 for applications, licenses, agent registrations, investigations, audits, and training.

- (b) The fee for an application for an exemption under AS 08.62.180(b) from the mandatory pilotage requirement of this chapter is \$250 plus \$50 for each whole foot in overall length of the vessel that exceeds 65 feet.

**Sec. 08.62.150. Denial, revocation, or suspension.** (a) The board shall impose a disciplinary sanction on a person licensed under this chapter when the board finds that the person

- (1) is incompetent in the performance of pilotage duties;
  - (2) is chemically impaired;
  - (3) illegally possesses, uses, or sells narcotic or hallucinogenic drugs;
  - (4) makes a false statement to obtain a license;
  - (5) violates a provision of this chapter or a regulation adopted under this chapter;
  - (6) is guilty of misconduct during the course of employment;
  - (7) has had the person's United States Coast Guard pilot license conditioned, suspended, or revoked; or
  - (8) charges, collects, or receives an amount for pilotage services that is different from the rate adopted under AS 08.62.046 or the rate agreed to under AS 08.62.175(e) by the pilot organization of which the person is a member.
- (b) *[Repealed, Sec. 4 ch 60 SLA 1987.]*

**Sec. 08.62.155. Disciplinary sanctions.** (a) The board may take disciplinary action against a person licensed under this chapter under AS 08.01.075.

- (b) The board may impose a civil fine not to exceed \$5,000 on a marine pilot organization recognized by the board if the organization violates this chapter or a regulation adopted under this chapter. The board may also suspend or revoke the recognition of a pilot organization that fails to comply with its articles, bylaws, and rules, so as to no longer satisfy the minimum standards for recognition by the board.

**ARTICLE 3.  
MISCELLANEOUS PROVISIONS**

**Section**

- 157. Duties of licensed pilots**
- 160. Mandatory employment of licensed pilots**
- 163. Pilots as independent contractors**
- 165. Limitation of liability**
- 170. Pilot's lien for compensation**
- 175. Regional marine pilot organizations**
- 180. Exemptions**
- 185. Certain licensed pilots required for oil tankers**
- 187. Registration of agents required**
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**Sec. 08.62.157. Duties of licensed pilots.** (a) A person licensed under this chapter has a primary duty to safely navigate vessels under the pilot's direction and control and to protect life and property and the marine environment while engaged in the provision of pilot services.

(b) A person licensed under this chapter shall report to the appropriate authority all violations of a federal or state pilotage law.

**Sec. 08.62.160. Mandatory employment of licensed pilots.** A vessel subject to this chapter navigating the inland or coastal water of or adjacent to the state as determined by the board in regulation shall employ a pilot holding a valid license under this chapter. The board shall define the mandatory pilotage water of the state.

**Sec. 08.62.163. Pilots as independent contractors.** (a) Pilots licensed under this chapter are independent contractors and may not be employed as an employee of the owner or operator of a vessel subject to this chapter.

(b) The owner or operator of a vessel subject to this chapter may not employ a person licensed under this chapter as an employee.

**Sec. 08.62.165. Limitation of liability.** (a) A pilot licensed under this chapter is not liable for damages in excess of \$250,000 per incident for damages or loss occurring as a result of the error, omission, fault, or neglect of the pilot in performing pilotage services, except that the limitation does not apply in a case where

(1) the pilot is either grossly negligent or guilty of wilful misconduct; or

(2) the error, omission, fault, or neglect of the pilot constitutes an act for which the board shall impose a disciplinary sanction under AS 08.62.150(a)(2) or (3).

(b) Nothing in this section exempts a vessel, a vessel's cargo, or the owner or operator of a vessel or cargo from liability for damage or loss caused by the vessel, the vessel's cargo, or the owner or operator of the vessel or cargo to the vessel, the vessel's cargo, another person, or other property on the ground that

(1) the vessel was piloted by a pilot licensed under this chapter; or

(2) the damage or loss occurred as a result of the error, omission, fault, or neglect of a pilot licensed under this chapter.

(c) An organization of pilots is not liable for claims arising from acts or omissions of a pilot who is a member of the organization or for acts or omissions of another organization of pilots that relate to pilotage of a vessel. A pilot is not liable, directly or as a member of an organization of pilots, for claims arising from acts or omissions of another pilot or organization of pilots that relate to pilotage of a vessel. This subsection does not apply to acts or omissions relating to the ownership or operation of pilot boats or the transportation of pilots to and from a vessel to be piloted.

**Sec. 08.62.170. Pilot's lien for compensation.** Each vessel, its tackle, apparel, and furniture and the owner of the vessel are jointly and severally liable for the compensation of a pilot employed on the vessel and the pilot has a lien on the vessel, the vessel's tackle, apparel, and furniture for the pilot's compensation.

**Sec. 08.62.175. Regional marine pilot organizations.** (a) To the extent permitted under federal and state law, persons licensed under this chapter may form organizations of pilots within each pilotage region established by the board.

(b) The board shall recognize pilot organizations that satisfy the minimum standards established by the board by regulation.

(c) A pilot organization recognized by the board shall

(1) promote a safe and reliable system of marine pilotage for the region in which the organization is recognized;

(2) provide for the dispatch of pilots who are members of the organization;

(3) adopt and revise rates for the provision of pilotage services not covered by an agreement under (e) of this section;

(4) subject to the membership application and approval provisions contained in the articles and bylaws of the organization, be open to membership by all persons licensed under this chapter to pilot vessels in the pilotage region in which the organization is recognized;

(5) operate or participate in a training program for pilots and deputy pilots that is approved by the board; a training program for deputy pilots may include a deputy marine pilot apprenticeship program approved by the board;

(6) cooperate with and assist the board in implementing this chapter;

(7) by February 1 of each year, submit a report to the board that includes information on the status of training and apprenticeship programs, the number of members of the pilot organization who are state residents, and other information requested by the board.

(d) A pilot organization recognized by the board may not begin operating until the articles, bylaws, and rules of the pilot organization are approved by the board on the basis of

(1) uniform and nondiscriminatory application of the articles, bylaws, and rules to marine pilots and deputy marine pilots licensed under this chapter and trainees for marine pilot licenses;

(2) compliance with applicable laws; and

(3) effectiveness in

(A) promoting an efficient, reliable, and professional marine pilotage system in the region;

(B) maintaining a sufficient number of qualified pilots available for dispatch to serve the needs of vessels visiting the region during each hour of the day and each day of the year to the extent that it is reasonably possible given the size of the membership of the pilot organization;

(C) promoting training programs for marine pilots and deputy marine pilots that are approved by the board.

(e) A pilot organization recognized by the board may enter into agreements with the master, owner, operator, or agent of a master, owner, or operator, of a vessel concerning the terms and conditions under which the pilot organization will provide pilotage services.

(f) A pilot organization recognized by the board shall dispatch a person who is licensed under this chapter and who is a member of the organization to provide pilotage services upon the request of a representative of a vessel required to employ a pilot under AS 08.62.160.

**Sec. 08.62.180. Exemptions.** (a) This chapter does not apply to

(1) vessels subject to federal pilot requirements under 46 U.S.C. 8502 except as provided in AS 08.62.185;

(2) fishing vessels, including fish processing and fish tender vessels, registered in the United States or in British Columbia, Canada;

(3) vessels propelled by machinery and not more than 65 feet in length over deck, except tugboats and towboats propelled by steam;

(4) vessels of United States registry of less than 300 gross tons and towboats of United States registry and vessels owned by the State of Alaska, engaged exclusively

(A) on the rivers of Alaska; or

(B) in the coastwise trade on the west or north coast of the United States including Alaska and Hawaii, and including British Columbia, Yukon Territory, and Northwest Territories, Canada;

(5) vessels of Canada, built in Canada and manned by Canadian citizens, engaged in frequent trade between

(A) British Columbia and Southeastern Alaska on the inside water of Southeastern Alaska south of 59 degrees, 29 minutes North latitude, if reciprocal exemptions are granted by Canada to vessels owned by the State of Alaska and those of United States registry; or

(B) northern Alaska north of 68 degrees, 7 minutes North latitude and Yukon Territory or Northwest Territories;

(6) pleasure craft of United States registry;

(7) pleasure craft of foreign registry of 65 feet or less in overall length; and

(8) vessels of the Canadian Navy or Canadian Coast Guard that have a home port in British Columbia, Canada, while navigating the inside water of Southeast Alaska.

(b) The operator of a pleasure craft of foreign registry of more than 65 feet overall length but less than 175 feet overall length may apply for an exemption from the pilotage requirement of this chapter. If an exemption is applied for and the fee prescribed under AS 08.62.140(b) is paid, the board may issue the exemption to the operator of the vessel. The exemption is valid for one year from the date on which the exemption is issued. The application for an exemption must be submitted to the board at least 30 days before the vessel enters the state. The board shall approve or deny an application for the exemption within 10 working days after the application is received by the board. If the board does not approve or disapprove the application within 10 working days, the exemption is considered to be approved, and the board shall issue the exemption. The 10-day period for action by the board is suspended while the board is waiting for a response to a request by the board for additional information from the applicant. An exemption issued under this subsection may be revoked by the board if the vessel is not operated in a manner that is appropriate to protect human life, property, and the marine environment or if the vessel does not comply with all applicable local, state, and federal laws. The exemption must remain on the vessel while the vessel is in state water. An exemption issued under this subsection does not exempt a vessel from the requirement to employ a pilot licensed under this chapter while the vessel is in Wrangell Narrows or in the water between Chatham Strait and Sitka via Peril Strait.

(c) The operator of a pleasure craft of foreign registry of more than 65 feet overall length but not more than 125 feet overall length that has received an exemption under (b) of this section shall proceed upon initial entry into state water to the first port of call to receive navigational and safety information from an agent registered under AS 08.62.040(a)(3) who is employed by the operator of the vessel. The navigational and safety information provided by the agent must be approved by the marine pilot coordinator and annually reviewed, revised, and approved as appropriate by the board at its spring meeting.

(d) The operator of a pleasure craft of foreign registry of more than 125 feet overall length but less than 175 feet overall length that has received an exemption under (b) of this section shall employ a pilot licensed under this chapter from initial entry into compulsory pilotage water of the state to the first port of call. The marine pilot shall provide navigational and safety information relating to the pilotage region to the operator of the vessel.

(e) In (b) - (d) of this section,

(1) "for hire" means for consideration contributed as a condition of carriage on a vessel, whether directly or indirectly flowing to the owner, charterer, operator, agent, or other person having an interest in the vessel;

(2) "pleasure craft" means a vessel that does not carry passengers or freight for hire.

**Sec. 08.62.185. Certain licensed pilots required for oil tankers.** (a) Any oil tanker, whether enrolled or registered, of 50,000 dead weight tons or greater, shall, when navigating in state water beyond Alaska pilot stations employ a pilot licensed by the state under this chapter.

(b) The pilot required in (a) of this section shall control the vessel during all docking operations.

**Sec. 08.62.187. Registration of agents required.** A person may not act as an agent of a vessel subject to this chapter unless the person's name appears on the register of agents kept under AS 08.62.040(a)(3).

**Sec. 08.62.190. Penalties.** (a) A master or owner of a vessel required by this chapter to employ a licensed pilot who fails to do so when a licensed pilot is available, unless the perils or hazards of the sea prevent the employment of a pilot, is guilty of a misdemeanor and, upon conviction, is punishable by a fine of not less than \$5,000 nor more than \$15,000 for the first offense and not less than \$10,000 nor more than \$30,000 for the second offense.

(b) A person who violates any other provision of this chapter or a regulation adopted under this chapter is guilty of a misdemeanor and, upon conviction, is punishable by a fine of not less than \$1,000 nor more than \$5,000.

(c) For purposes of (a) of this section, the board shall define by regulation the phrase "when a licensed pilot is available."

#### **ARTICLE 4. GENERAL PROVISIONS**

##### **Section**

**900. Definitions**

**990. Short title**

**Sec. 08.62.900. Definitions.** In this chapter,

(1) "board" means the Board of Marine Pilots;

(2) "commissioner" means the commissioner of the Department of Commerce, Community, and Economic Development;

(3) "department" means the Department of Commerce, Community, and Economic Development;

(4) "knowingly" has the meaning given in AS 11.81.900(a);

(5) "pilot" means a person licensed under this chapter as a pilot or a deputy pilot;

(6) "vessel" means all vessels not exempt under AS 08.62.180.

**Sec. 08.62.990. Short title.** This chapter may be cited as the Alaska Marine Pilotage Act.

**CHAPTER 56.  
BOARD OF MARINE PILOTS.**

**Article**

1. **Licensing Requirements (12 AAC 56.011 – 12 AAC 56.085)**
2. **Compulsory Pilotage Waters (12 AAC 56.090 – 12 AAC 56.120)**
3. **Tariffs (12 AAC 56.130 – 12 AAC 56.250)**
4. **Recognition of Pilot Organizations (12 AAC 56.300 – 12 AAC 56.320)**
5. **(Reserved)**
6. **Very Large Crude Carriers (VLCC) (12 AAC 56.500 – 12 AAC 56.510)**
7. **General Provisions (12 AAC 56.930 – 12 AAC 56.990)**

**ARTICLE 1.  
LICENSING REQUIREMENTS.**

**Section**

011. **Types of licenses and endorsements**
012. **Documentation of service**
014. **(Repealed)**
016. **Training pilot endorsement**
018. **Qualifications for not more than 95,000 gross tons endorsement**
019. **Qualifications for not more than 110,000 gross tons endorsement**
020. **(Repealed)**
021. **Pilotage regions**
022. **(Repealed)**
023. **(Repealed)**
025. **Applications**
026. **Deputy marine pilot training program**
027. **Supervised movements**
028. **Regional requirements for deputy marine pilot license**
029. **General requirements for marine pilot license**
030. **(Deleted)**
031. **Regional requirements for marine pilot license**
032. **Dismissal of a trainee from a deputy marine pilot training program**
033. **Deputy marine pilot apprenticeship program**
034. **Qualifications to transfer a marine pilot license to a different pilotage region within the state**
035. **Approval of pilot organization training or apprenticeship program**
036. **(Repealed)**
037. **Conn requirements for training**
040. **(Deleted)**
045. **(Deleted)**
050. **(Repealed)**
053. **(Repealed)**
055. **(Renumbered)**
060. **(Repealed)**
068. **Observer trip requirements**
070. **Examinations**
075. **(Repealed)**
080. **Biennial license renewal**
082. **Familiarization trips**
083. **Continuing education requirements**
085. **Lapsed licenses**

**12 AAC 56.011. TYPES OF LICENSES AND ENDORSEMENTS.** (a) The following licenses and endorsements are issued by the board for the geographical areas listed in 12 AAC 56.021:

(1) deputy marine pilot license – to pilot vessels of not more than 50,000 gross tons in the region for which the license is issued and limited to the geographical areas in that region for which the deputy marine pilot holds the required license endorsements;

(2) marine pilot license – to pilot vessels of any gross tons in the region for which the license is issued and limited to piloting under conditions and in the geographical areas in that region for which the marine pilot holds the required license endorsements;

(3) not more than 95,000 gross tons endorsement – authorizing a deputy marine pilot to pilot vessels of not more than 95,000 gross tons;

- (4) VLCC endorsement – authorizing a marine pilot to pilot very large crude carriers (VLCC);
- (5) training pilot endorsement – authorizing a marine pilot to act as a training pilot for a pilot organization in accordance with AS 08.62.097(b);
- (6) repealed 1/29/2009;
- (7) not more than 110,000 gross ton endorsement – authorizing a deputy marine pilot to pilot vessels of not more than 110,000 gross tons;
- (8) repealed 1/29/2009.

(b) Repealed 5/26/2007.

(c) On 9/19/2020, a deputy marine pilot who holds a less than 65,000 gross tons endorsement will be considered to hold a not more than 95,000 gross tons endorsement and a deputy marine pilot who holds a less than 90,000 gross tons endorsement will be considered to hold a not more than 110,000 gross tons endorsement. The department will issue a new license to a deputy marine pilot that has a change in endorsement under this section reflecting the new endorsement.

(d) On 9/19/2020, experience toward an increased tonnage endorsement obtained by a deputy marine pilot while holding a less than 65,000 gross tons endorsement will be counted as experience obtained while holding a not more than 95,000 gross tons endorsement, and experience toward an increased tonnage endorsement obtained by a deputy marine pilot while holding a less than 90,000 gross tons endorsement will be counted as experience obtained while holding a not more than 110,000 gross tons endorsement.

(e) On April 14, 2018, a deputy marine pilot who holds a less than 50,000 gross tons endorsement will be considered to hold a not more than 50,000 gross tons endorsement. The department will issue a new license to a deputy marine pilot that has a change in endorsement under this section reflecting the new endorsement.

**Authority:** AS 08.62.040 AS 08.62.097 AS 08.62.100  
AS 08.62.093

**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. 10.107;
- (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. 10.107.

**Authority:** AS 08.62.040 AS 08.62.093

**12 AAC 56.014. DEPUTY MARINE PILOT EXTENSION OF ROUTE ENDORSEMENT QUALIFICATIONS.** Repealed 1/29/2009.

**12 AAC 56.016. TRAINING PILOT ENDORSEMENT.** (a) To qualify for a training pilot endorsement under AS 08.62.097(b), a licensed marine pilot

(1) must hold a United States Coast Guard license as a first-class pilot of vessels of any gross tons with a federal pilotage endorsement for the waters for which a training pilot endorsement is sought, if a federal pilotage endorsement is issued for those waters;

(2) must submit evidence of compliance with the requirements of AS 08.62.120(a)(4)(A) during the license period immediately before the license period for which a training pilot endorsement is sought;

(3) must meet the following experience requirements during the period immediately before the license period for which a training pilot endorsement is sought:

(A) for a training pilot endorsement sought for the Southeastern or Southcentral Alaska Region three consecutive years of experience as a state marine pilot in the region for which a training pilot endorsement is sought.

(B) Repealed 12/1/2002;

(C) for a training pilot endorsement sought for the Western Alaska Region three consecutive years of experience in the Western Alaska Region;

(4) shall submit a recommendation from the pilot organization of which the applicant is a member; and

(5) must be approved by the board, after the board has considered the recommendation of the marine pilot coordinator.

(b) A training pilot is not required to accept a pilot trainee. A training pilot shall notify the marine pilot coordinator of nonacceptance of a pilot trainee.

(c) A marine pilot who holds a training pilot endorsement for the Western Alaska Region that is valid on June 16, 1996 may renew the endorsement through March 1, 1998, during regularly scheduled renewal periods, if the marine pilot meets the requirements in (a)(1) and (a)(2) of this section; to renew the endorsement beyond March 1, 1998, the marine pilot shall meet the requirements of (a)(1), (a)(2), and (a)(3)(C) of this section.

(d) For purposes of AS 08.62.165, the term "pilot" includes a training pilot who meets the requirements of this chapter.

(e) Notwithstanding (a) – (c) of this section, to qualify for a training pilot endorsement under AS 08.62.097(b), a marine pilot who is transferring back into a region where the pilot previously held a training endorsement must meet only that region's pilot organization board approved training program requirements for returning pilots who previously held a training endorsement.

**Authority:** AS 08.62.040 AS 08.62.097 AS 08.62.165

**12 AAC 56.018. QUALIFICATIONS FOR NOT MORE THAN 95,000 GROSS TONS ENDORSEMENT.**

(a) To qualify for an endorsement to pilot vessels of not more than 95,000 gross tons, a deputy marine pilot must

(1) meet the requirements of the regional training program approved by the board under 12 AAC 56.035 for the pilotage region where the deputy marine pilot is licensed; and

(2) on at least 30 days have performed vessel movements as a deputy marine pilot onboard vessels requiring a state licensed marine pilot.

(b) Repealed 1/29/2009.

**Authority:** AS 08.62.040 AS 08.62.093

**12 AAC 56.019. QUALIFICATIONS FOR NOT MORE THAN 110,000 GROSS TONS ENDORSEMENT.**

(a) To qualify for an endorsement to pilot vessels of not more than 110,000 gross tons, a deputy marine pilot must

(1) meet the requirements of the regional training program approved by the board under 12 AAC 56.035 for the pilotage region where the deputy marine pilot is licensed;

(2) have held an endorsement as a deputy marine pilot for a period of at least one year; and

(3) while holding a deputy marine pilot license of not more than 95,000 gross tons, have performed at least 60 days of vessel movements onboard vessels requiring a state licensed marine pilot.

(b) Repealed 9/19/2020.

(c) Repealed 1/29/2009.

**Authority:** AS 08.62.040 AS 08.62.093

**12 AAC 56.020. MEETINGS.** Repealed 8/22/85.

**12 AAC 56.021. PILOTAGE REGIONS.** (a) Pilotage regions for which a marine pilot license may be issued are as follows:

(1) Southeastern Alaska Region—covering the compulsory pilotage waters of Alaska commencing at the southern border with Canada, then west to and north on 141 degrees west longitude;

(2) Southcentral Alaska Region—covering the compulsory pilotage waters of Alaska commencing at the western boundary of the Southeastern Alaska pilotage region, then generally west to 156 degrees west longitude;

(3) Western Alaska Region—covering the compulsory pilotage waters of Alaska commencing at the western boundary of the Southcentral pilotage region, then west, north, and east to the northern border with Canada.

(4) repealed 10/25/2002.

(b) Each exemption or endorsement to a marine pilot license must be identified on the license.

**Authority:** AS 08.62.040 AS 08.62.080

**12 AAC 56.022. TRANSITION.** Repealed 6/16/96.

**12 AAC 56.023. QUALIFICATIONS FOR LESS THAN 100,000 GROSS TONS ENDORSEMENT.** Repealed 1/29/2009.

**12 AAC 56.025. APPLICATIONS.** (a) 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 and pay the examination fees required in 12 AAC 02.240 at least 60 days before the date of the examination. Not less than 30 days before the date of the examination, the applicant shall submit

(1) repealed 9/6/2024;

- (2) evidence that the applicant is at least 25 years of age;
- (3) 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 a letter from a recognized pilot organization stating the applicant has completed the organization's approved training program;
- (4) 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;
- (5) repealed 8/9/97;
- (6) 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;
- (7) documentation of the applicant's education, employment record, and other special qualifications, including, if possible, copies of discharges, certificates, and letters;
- (8) on a form provided by the department, a notarized statement by the applicant whether
  - (A) within the five years before the application, the applicant has
    - (i) been convicted of a felony;
    - (ii) been convicted of any repeat minor offenses involving excessive use of alcohol;
    - (iii) had a conviction involving the possession, use, or sale of drugs; or
    - (iv) had a marine or motor vehicle driver's license revoked, suspended, or limited in any jurisdiction;
  - and
  - (B) the applicant is currently
    - (i) under investigation or subject to a disciplinary proceeding by the United States Coast Guard; or
    - (ii) under treatment for drug or alcohol abuse;
- (9) a certificate that shows a negative result on a test for illegal drug use from a testing facility that complies with the requirements adopted in 12 AAC 56.940(b) conducted not more than 90 days before the date of the examination; the testing facility will mail the drug test results directly to the marine pilot coordinator; and
- (10) evidence of a satisfactory physical examination on a form provided by the department not more than 90 days before the date of the examination; the physical exam must demonstrate that the applicant is physically fit to perform the duties of a pilot, including an examination of eyesight, hearing, blood pressure, physical agility, and cognitive capabilities.
  - (b) Repealed 7/26/90.
  - (c) 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,
    - (1) at least 30 days before the date of the examination,
      - (A) the applicable application and examination fees required in 12 AAC 02.240;
      - (B) evidence of experience as required in
        - (i) AS 08.62.093(b)(1), (2), (3), (4), or (5); or
        - (ii) AS 08.62.093(b)(6) by enrollment in a board approved deputy marine pilot apprenticeship program under 12 AAC 56.033;
      - (C) evidence that the applicant meets the requirement of AS 08.62.093(a)(1);
    - (2) 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).
    - (d) Repealed 1/29/2009.
    - (e) Repealed 1/1/99.
    - (f) An applicant for an increased tonnage endorsement under 12 AAC 56.018 or 12 AAC 56.019 shall apply on a form provided by the department and submit the applicable application fee required in 12 AAC 02.240.
    - (g) An apprentice applying for a deputy marine pilot license under 12 AAC 56.033(b) must meet the requirements in (a) and (c) of this section.
    - (h) An applicant applying for a marine pilot license under 12 AAC 56.029 shall apply on a form provided by the department and submit,
      - (1) the applicable application fee required in 12 AAC 02.240;
      - (2) evidence that the applicant meets the requirements of 12 AAC 56.029(1), (5) and (6);
      - (i) An application that satisfactorily documents that applicable requirements for the examination, license, or endorsement are met is considered complete. The marine pilot coordinator shall review all submitted applications and approve those applications that comply with all applicable requirements. If an application is not complete by 30 days before the date of examination, the applicant may not be approved to sit for that examination.
      - (j) To be eligible to take the regional local knowledge examination required by 12 AAC 56.034(a)(5) or to activate a previously held marine pilot regional endorsement, an applicant shall apply on a form provided by the department and pay the examination fees required in 12 AAC 02.240 at least 60 days before the date of the examination. Not less than 30 days before the date of the examination, the applicant shall submit
        - (1) repealed 9/6/2024;

(2) 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 56.034(a)(1) for the pilotage region in which the training occurred;

(3) all existing evaluations of the applicant's training in an approved training program under 12 AAC 56.035(a)(3) with a recognized pilot organization; at least 10 days before the date of the regional local knowledge examination the applicant shall submit all remaining evaluations necessary to demonstrate successful completion of all applicable regional training requirements required in 12 AAC 56.035(a)(3);

(4) a letter as required by 12 AAC 56.034(b) stating that the applicant has completed the organization's approved training program as required in 12 AAC 56.035(a)(3).

**Authority:** AS 08.62.040 AS 08.62.050

**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 at least one area within the pilotage region in which the training will occur; 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 before that trainee may begin supervised training trips, including supervised dockings, undockings, moorings, unmoorings, and transits of specific waterways required as part of the training program.

(c) All vessel maneuvers performed by a trainee in a training program must be supervised by a state licensed marine pilot who holds a valid training pilot endorsement for the region in which the maneuvers are performed. A trainee may not control the movements of a vessel subject to AS 08.62 until the trainee has met the requirements of (a) of this section. A trainee must be under the direct supervision of a training pilot who has full responsibility for the trainee at all times during vessel maneuvers.

(d) Maneuvers must be made on vessels subject to AS 08.62 that are of the gross tonnage specified in the training program or on vessels under enrollment of not less than 1,600 gross tons if no gross tonnage is specified in the training program.

(e) A trainee may conduct maneuvers only in an area for which the trainee holds an endorsement of first class pilotage without tonnage restrictions on the trainee's United States Coast Guard license. The trainee shall complete all maneuvers at the locations designated and in accordance with the requirements of the regional training program approved by the board under 12 AAC 56.035 for the pilotage region in which the training is to occur, within three years after initial acceptance into the training program. The board will approve an extension of this time requirement if the trainee demonstrates to the board's satisfaction that there are insufficient ships or training pilots available to complete the training program within the three years.

(f) The trainee shall give a briefing of the planned maneuver to the training pilot before the maneuver. The training pilot shall provide the trainee with a written evaluation on a form included in the regional training program approved by the board under 12 AAC 56.035 at the completion of the maneuver. The training pilot shall clearly state on the evaluation form whether the maneuver was satisfactory and whether it will count towards meeting licensing requirements.

(g) Each quarter, a trainee shall submit to the marine pilot coordinator a copy of each evaluation form received. The trainee and training pilot shall keep a copy of each evaluation in a training log.

(h) The pilot organization or its training committee, if any, shall give a written explanation of deficiencies to a trainee who is not progressing satisfactorily and shall include suggestions to remedy those deficiencies. The pilot organization shall place a copy of this evaluation in the trainee's file.

(i) The board or the marine pilot coordinator will approve a candidate to take the deputy marine pilot core examination required in (a)(3) of this section if the applicant meets the requirements of (a)(1) and (a)(2) of this section and the application requirements of 12 AAC 56.025(c). The board or the marine pilot coordinator will approve a trainee to take the deputy marine pilot regional local knowledge examination required in (k) of this section if the board or the marine pilot coordinator determines that the trainee has satisfactorily completed the training requirements of this chapter and has complied with the application requirements of 12 AAC 56.025(a).

(j) A pilot organization shall notify the board when a candidate is accepted as a pilot observer for the purpose of completing familiarization trips necessary to obtain the candidate's United States Coast Guard license endorsement of first class pilotage without tonnage restrictions required in (a)(2) of this section. To qualify as a pilot observer, a candidate must meet the requirements of (a)(1) of this section or be enrolled in a board approved deputy marine pilot apprenticeship program under AS 08.62.093(b)(6).

(k) Following the completion of the applicable training program, a trainee must pass the regional local knowledge examination and the oral examination described in 12 AAC 56.070(d) and (f).

**Authority:** AS 08.62.040 AS 08.62.097

**12 AAC 56.027. SUPERVISED MOVEMENTS.** (a) All supervised movements required to be done by an applicant for licensure under this chapter must have been

- (1) executed while the applicant possessed a valid United States Coast Guard license with an endorsement of first class pilotage without tonnage restrictions for the area in which the movement was done;
  - (2) executed while the applicant held at least a United States Coast Guard license as master of steam or motor vessels of not more than 1,600 gross tons;
  - (3) executed within the three years before the date of application;
  - (4) completed with no more than 40 percent of the dockings and 40 percent of the undockings made under the supervision of the same training pilot; and
  - (5) certified by the supervising training pilot as having been satisfactory and must have included a full briefing and debriefing by the supervising pilot; the applicant shall submit to the board documentation of all supervised vessel movements on an evaluation form included in the regional training program approved by the board under 12 AAC 56.035.
- (b) A licensee holding a limited pilot license may not supervise the movements required by 12 AAC 56.028.
  - (c) Repealed 1/29/2009.
  - (d) Repealed 1/29/2009.
  - (e) Repealed 7/15/95.
  - (f) Repealed 7/15/95.

**Authority:** AS 08.62.040 AS 08.62.097

**12 AAC 56.028. REGIONAL REQUIREMENTS FOR DEPUTY MARINE PILOT LICENSE.** (a) Southeastern Alaska Region – An applicant for a deputy marine pilot license in the Southeastern Alaska Region must possess 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. An applicant shall meet the following training requirements:

- (1) completion of supervised movements performed on vessels subject to AS 08.62 or other vessels of at least 1,600 gross tons as follows:
  - (A) Ketchikan – eight dockings and eight undockings at cruise ship berths;
  - (B) Skagway – eight dockings and eight undockings;
  - (C) Juneau Harbor – eight dockings and eight undockings; three of the undockings must be performed at night;
  - (D) in addition to the other dockings and undockings required under (A) – (C) of this paragraph, 10 dockings and 10 undockings performed at any combination of ports in the region not listed in (A) – (C) of this paragraph; performed in accordance with the regional training program approved by the board under 12 AAC 56.035, except that not more than four dockings and four undockings may be performed at any one port and not more than three dockings and three undockings performed in a board approved simulator or a manned model facility may be substituted for dockings and undockings at the physical site;
  - (E) at least four moorings and four unmoorings at any mooring in the Southeastern Alaska Region as provided in the regional training program approved by the board under 12 AAC 56.035; not more than three moorings and three unmoorings performed in a board approved simulator or a manned model facility may be substituted for moorings or unmoorings at the physical site;
  - (F) six anchorings with at least one at each of the following ports:
    - (i) Ketchikan Harbor;
    - (ii) Juneau Harbor;
    - (iii) Sitka Eastern Anchorage;
- (2) deputy marine pilot observer trips as required in 12 AAC 56.068;
- (3) in accordance with the regional training program approved by the board under 12 AAC 56.035, not less than 20 supervised transits at the conn through the following waterways, with no more than two transits in any one waterway:
  - (A) Saginaw Channel;
  - (B) Favorite Channel;
  - (C) Decision Passage;
  - (D) North Inian Passage;
  - (E) Snow Passage;
  - (F) Revillagigedo Channel;
  - (G) Tongass Narrows;
  - (H) Disenchantment Bay;
  - (I) Glacier Bay, including from Young Island to Willoughby Island, Tarr Inlet, and John Hopkins Inlet to Jaw Point;
  - (J) Tracy Arm Bar or Endicott Arm;
  - (K) Sitka from sea;
  - (L) Gastineau Channel;
- (4) 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 and either a

- (A) bridge simulator course that is region specific or emphasizes a pilot's proficiency; or
  - (B) manned model course;
- (5) port-specific training by simulator as required in the regional training program approved by the board under 12 AAC 56.035.
- (b) Southcentral Alaska Region – An applicant for a deputy marine pilot license in the Southcentral Alaska Region must possess 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:
- (1) 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
    - (A) Nikiski – 18 dockings and 18 undockings under the supervision of at least three different training pilots, including
      - (i) four dockings and four undockings performed within the period beginning October 1 and ending April 1;
      - (ii) four dockings and four undockings performed under ice conditions; a board-approved ice simulator training course for this port may be substituted for two dockings and two undockings; and
      - (iii) four dockings performed while dredging an anchor;
    - (B) Anchorage – seven dockings and seven undockings under the supervision of at least two different training pilots, including
      - (i) two dockings and two undockings performed under ice conditions;
      - (ii) two dockings and two undockings performed on vessels in excess of 10,000 gross tons; and
      - (iii) two dockings and two undockings performed with tug assistance;
  - (2) 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 and either
    - (A) a bridge simulator course that is region specific or emphasizes a pilot's proficiency; or
    - (B) a manned model course;
- (3) port-specific training by simulator as required by the regional training program approved by the board under 12 AAC 56.035.
- (c) Western Alaska Region – An applicant for a deputy marine pilot license in the Western Alaska Region must possess 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 in 12 AAC 56.035. An applicant shall meet the requirements for supervised movements in the regional training program approved by the board, including
- (1) completion of 90 supervised movements in active ports throughout the region, including
    - (A) Dutch Harbor/Captains Bay – 25 dockings and 25 undockings as follows:
      - (i) 10 of the dockings and 10 of the undockings must be performed within the period beginning October 1 and ending April 1;
      - (ii) 10 of the dockings and 10 of the undockings must be performed at night;
      - (iii) no more than 40 percent of the dockings and 40 percent of the undockings may be made under the supervision of the same training pilot;
      - (iv) a minimum of 10 dockings and 10 undockings in Dutch Harbor;
    - (B) in addition to the dockings and undockings required under (A) of this paragraph, 10 dockings and 10 undockings performed at any combination of outports within the region in accordance with the regional training program approved by the board;
  - (2) 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.
- (d) Repealed 12/1/2002.
- (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.

(j) An apprentice who has completed not less than 12 months of apprenticeship training may make a request to receive credit for one year's experience under 12 AAC 56.033 by submitting to the marine pilot coordinator documentation that demonstrates the trainee has completed 125 percent of supervised movements in (a)(1), (b)(1), or (c)(1) of this section. The marine pilot coordinator shall forward the request and documentation to the board. The board may grant credit equal to one year's experience to the trainee for the region for which the trainee has requested credit. A trainee may not request experience credit more than one time and the request may pertain to only one region specified in this section.

**Authority:** AS 08.62.040 AS 08.62.097

**Editor's note:** Information on the bridge resource management for pilots courses described in 12 AAC 56.028 may be obtained by contacting the American Pilots' Association, Inc., 499 South Capitol Street, Suite 409, Washington, DC 20003; phone: (202) 484-0700.

**12 AAC 56.029. GENERAL REQUIREMENTS FOR MARINE PILOT LICENSE.** To qualify for a marine pilot license under AS 08.62.100(a), an applicant must

- (1) possess a valid United States Coast Guard license with an endorsement of first class pilotage without tonnage restrictions for the entire region for which a marine pilot license is sought;
- (2) show that the applicant has held a valid deputy marine pilot license in this state for a minimum of three years while remaining eligible for license renewal during this period of service without use of familiarization trips under AS 08.62.120;
- (3) repealed 10/25/2002;
- (4) possess a valid deputy marine pilot license without geographical exclusions in the region for which the marine pilot license is sought;
- (5) have completed a manned ship model course or a simulator course approved by the board within the three years before the date of application for a marine pilot license;
- (6) satisfy the regional experience requirements established in 12 AAC 56.031 for the region for which the marine pilot license is sought;
- (7) satisfy all additional licensure requirements established by the board in this chapter, including a passing grade on written and oral examinations required by the board in 12 AAC 56.070;
- (8) be a citizen of the United States;
- (9) show that the applicant has held a valid deputy marine pilot endorsement to pilot vessels of not more than 110,000 gross tons.

**Authority:** AS 08.62.040 AS 08.62.100

**12 AAC 56.030. QUALIFICATIONS FOR UNLIMITED PILOT LICENSE.** (Deleted) Repealed 1/1/1999.

**12 AAC 56.031. REGIONAL REQUIREMENTS FOR MARINE PILOT LICENSE.** (a) Southeastern Alaska Region – An applicant for a marine pilot license in the Southeastern Alaska Region must complete the requirements of the training program for that region approved by the board under 12 AAC 56.035, including the following requirements:

(1) while holding a deputy marine pilot endorsement to pilot vessels of not more than 110,000 gross tons, complete at least 60 days of vessel movements on board vessels requiring a state licensed marine pilot, including three assessed dockings, three assessed undockings, and three assessed transits on vessels of 60,000 gross tons or greater; no more than 40 percent of the dockings and undockings may be assessed by the same training pilot; an assessment required under this paragraph is a pass/fail evaluation, conducted by a training pilot, of an unassisted, supervised movement documented on a form included in the regional training program approved by the board under 12 AAC 56.035;

(2) pilot observer trips as required by 12 AAC 56.068.

(b) Southcentral Alaska Region – An applicant for a marine pilot license in the Southcentral Alaska Region must complete the requirements of the training program for that region approved by the board under 12 AAC 56.035, including the following requirements:

(1) while holding an endorsement to pilot vessels of not more than 110,000 gross tons, complete a total of 20 supervised dockings and 20 supervised undockings at the available operational berths at the Alyeska Terminal; the dockings and undockings at the Alyeska Terminal must include four dockings and four undockings at night; at least half of the dockings and undockings must be performed within the period beginning October 1 and ending April 1;

(2) the applicant must have held a valid deputy marine pilot endorsement to pilot vessels of not more than 110,000 gross tons for at least one year.

(c) Western Alaska Region – An applicant for a marine pilot license in the Western Alaska Region must complete the requirements of the training program for that region approved by the board under 12 AAC 56.035, including the following requirements:

(1) completion of 200 vessel movements in ports throughout the region, 100 of which must be either dockings or undockings;

(2) completion of a simulator or manned model course approved by the board; and

(3) the applicant must have held a valid deputy marine pilot endorsement to pilot vessels of not more than 110,000 gross tons for at least one year.

**Authority:** AS 08.62.040 AS 08.62.100

**12 AAC 56.032. DISMISSAL OF A TRAINEE FROM A DEPUTY MARINE PILOT TRAINING PROGRAM.** (a) If a pilot organization dismisses a trainee from its training program, the dismissal procedure used must be consistent with the pilot organization bylaws, including provisions related to uniform and nondiscriminatory treatment, and must give due process.

(b) A pilot organization shall notify the board within 30 days of the dismissal of a trainee from its training program.

**Authority:** AS 08.62.040 AS 08.62.097 AS 08.62.100

**12 AAC 56.033. DEPUTY MARINE PILOT APPRENTICESHIP PROGRAM.** (a) To be approved by the board, a deputy marine pilot apprenticeship program must

(1) promote comprehensive pilot development through a program of intensive observation and instruction under the supervision of state licensed marine pilots;

(2) be open to all individuals who meet the application approval and candidate selection criteria adopted in the pilot organization's articles and bylaws;

(3) provide for the individual training needs of the apprentice considering the apprentice's background, maritime experience, and progress in the deputy marine pilot apprenticeship program; and

(4) promote individual career development through access to maritime training, education, and associated employment opportunities.

(b) The board will issue a deputy marine pilot license to an apprentice who

(1) meets the requirements of AS 08.62.093(a)(1);

(2) has completed a minimum of four years of training as an apprentice in a deputy marine pilot apprenticeship program approved under this section in the pilotage region for which the deputy marine pilot license is sought; an apprentice may receive credit equal to one year's training for documented experience approved by the board under 12 AAC 56.028;

(3) meets the application requirements in 12 AAC 56.025;

(4) has passed the written and oral examinations required under 12 AAC 56.070; and

(5) repealed 1/29/2009;

(6) has completed the training requirements specified in a regional training program approved by the board under 12 AAC 56.035.

(c) An applicant accepted in an apprenticeship program established under this chapter may not begin the supervised vessel movements required under 12 AAC 56.028 before the apprentice

(1) repealed 9/19/2020;

(2) has passed the deputy marine pilot core examination required by the board under 12 AAC 56.070;

(3) holds at least a United States Coast Guard license as master of steam or motor vessels of not more than 1,600 gross tons; and

(4) holds a valid United States Coast Guard license with an endorsement of first class pilotage without tonnage restrictions for the areas in which the vessel movements will occur.

(d) The board will not approve an apprenticeship program unless a pilot organization agrees to notify the board when an individual is accepted into a deputy marine pilot apprenticeship program. An individual accepted into that program may not begin supervised observer, familiarization, or training trips, including supervised dockings, undockings, moorings, unmoorings, and transits of specific waterways required as part of the deputy marine pilot apprenticeship program, until the notice has been provided in accordance with this section.

(e) The board will not approve an apprenticeship program unless the pilot organization or its training committee, if any, agrees to give a written explanation of deficiencies to an apprentice who is not progressing satisfactorily, including suggestions to remedy the apprentice's deficiencies, and to place a copy of the evaluation in the apprentice's training file and provide a copy to the marine pilot coordinator.

(f) Enrollment in an apprenticeship program does not prevent the apprentice from applying for licensure as a deputy marine pilot under AS 08.62.093(b)(1) – (b)(5) and applicable regulations.

**Authority:** AS 08.62.040 AS 08.62.097 AS 08.62.175

**12 AAC 56.034. QUALIFICATIONS TO TRANSFER A MARINE PILOT LICENSE TO A DIFFERENT PILOTAGE REGION WITHIN THE STATE.** (a) A marine pilot seeking to qualify to transfer the marine pilot's license to a different pilotage region within the state must

(1) possess a valid United States Coast Guard license, with radar endorsement and an endorsement of first class pilotage without tonnage restrictions for the entire pilotage region in which licensure is desired, except as provided in 12 AAC 56.028(a) for the Southeastern Alaska Region and 12 AAC 56.028(c) for the Western Alaska Region;

(2) possess a valid marine pilot license issued under AS 08.62 and this chapter;

(3) complete the requirements of the training program specified in 12 AAC 56.035(a)(3) for the pilotage region in which the applicant will transfer;

(4) comply with the application requirements of 12 AAC 56.025(j); and

(5) pass the regional local knowledge examination described in 12 AAC 56.070(f) for the pilotage region in which the applicant will transfer.

(b) Before a marine pilot may qualify to take the regional local knowledge examination described in 12 AAC 56.070(f) for the region in which the applicant will transfer, the recognized pilot organization that provided the training must submit to the department a letter stating that the applicant has completed the organization's approved training program described in 12 AAC 56.035(a)(3).

**Authority:** AS 08.62.040 AS 08.62.080

**12 AAC 56.035. APPROVAL OF PILOT ORGANIZATION TRAINING OR APPRENTICESHIP PROGRAM.** (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.

**Authority:** AS 08.62.040 AS 08.62.097 AS 08.62.100

**12 AAC 56.036. DEFINITIONS RELATED TO TRAINING AND APPRENTICESHIP PROGRAMS.**  
Repealed 1/23/99.

**12 AAC 56.037. CONN REQUIREMENTS FOR TRAINING.** The following training requirements must be accomplished while the trainee is at the conn:

(1) anchorings;

(2) dockings;

(3) moorings;

(4) undockings;

(5) unmoorings; and

(6) weighing anchor.

**Authority:** AS 08.62.040 AS 08.62.097 AS 08.62.100

**12 AAC 56.040. QUALIFICATIONS FOR LIMITED PILOT LICENSE.** (Deleted) Repealed 1/1/1999.

**12 AAC 56.045. QUALIFICATIONS FOR INCREASED TONNAGE.** (Deleted) Repealed 1/1/1999.

**12 AAC 56.050. QUALIFICATIONS FOR CHANNEL PILOT LICENSE.** Repealed 10/2/93.

**12 AAC 56.053. QUALIFICATION FOR EXTENSION OF ROUTE ENDORSEMENT.** Repealed 10/2/93.

**12 AAC 56.055. LICENSING AREAS.** Renumbered as 12 AAC 56.021, 7/26/90.

**12 AAC 56.060. QUALIFICATIONS FOR TEMPORARY LICENSE.** Repealed 10/2/93.

**12 AAC 56.068. OBSERVER TRIP REQUIREMENTS.** (a) Pilot observer trips are required for areas that are not specifically tested for by the United States Coast Guard and those areas identified in a regional training program approved by the board under 12 AAC 56.035 where the difficulty of the route or the volume of shipping makes additional observation trips necessary to adequately judge a pilot's competency in that area. All observer trips required under this section must be completed on vessels equipped with working radar, fathometer, and compass.

(b) An applicant for a deputy marine pilot license in the Southcentral Alaska Region must make an observer trip in each of the geographical areas required in the regional training program approved by the board under 12 AAC 56.035 for that region.

(c) An applicant for a marine pilot license in the Southeastern Alaska Region must make an observer trip in each of the geographical areas required in the regional training program approved by the board under 12 AAC 56.035 for that region.

**Authority:** AS 08.62.040 AS 08.62.097 AS 08.62.100

**12 AAC 56.070. EXAMINATIONS.** (a) The examinations required by 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 per year.

(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 United States merchant vessels, United States 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.

(g) Repealed 1/29/2009.

**Authority:** AS 08.62.040 AS 08.62.050

**12 AAC 56.075. WAIVER OF LICENSE QUALIFICATION REQUIREMENTS.** Repealed 10/2/93.

**12 AAC 56.080. BIENNIAL LICENSE RENEWAL.** (a) Deputy marine pilot and marine pilot licenses expire on December 31 of even numbered years.

(b) To renew a marine pilot license, a marine pilot shall submit

- (1) a completed renewal application on a form provided by the department; the application must demonstrate that the applicant meets the requirements of AS 08.62.120, including compliance with (c) of this section;
- (2) on a form provided by the department, verification of a physical examination of the marine pilot conducted by a licensed physician within 60 days before the date of license renewal, including an examination of the marine pilot's eyesight, hearing, blood pressure, physical agility, and cognitive capabilities, confirming that the marine pilot is physically fit to perform the duties of a marine pilot;

- (3) verification that the marine pilot participates in a federal or state approved random drug testing program as specified in 12 AAC 56.940(b);
  - (4) the biennial license renewal fee established in 12 AAC 02.240;
  - (5) a current copy of the marine pilot's valid Coast Guard license of not less than 1,600 gross tons with an endorsement of first class pilotage for the pilotage region where the marine pilot holds a license; and
  - (6) verification that the marine pilot has met the continuing education requirements of 12 AAC 56.083.
- (c) To meet the requirements of AS 08.62.120(a)(4), except as provided under (i) of this section, an applicant for license renewal shall
- (1) document the piloting experience required in AS 08.62.120(a)(4)(A); or
  - (2) document having completed within one year immediately preceding the date of application for renewal the familiarization trips required in 12 AAC 56.082 in the region for which renewal is sought.
- (d) For the purpose of fulfilling the requirements of (c) of this section, no more than one day's credit for piloting will be given in any one calendar day, and each day's credit must involve a vessel movement.
- (e) To renew a deputy marine pilot license, a deputy marine pilot shall meet the requirements of (b) of this section and shall submit proof that the deputy marine pilot has engaged in piloting vessels subject to AS 08.62 an average of five days for each calendar month in the licensing period immediately preceding the licensing period for which renewal is sought in the marine pilotage region for which the license is to be renewed. A deputy marine pilot licensed for less than 12 calendar months before the beginning of a renewal period is exempt from the piloting day requirement.
- (f) Repealed 1/29/2009.
  - (g) Repealed 6/11/2010.
  - (h) A marine pilot who transfers to a different region during the concluding licensing period must meet the requirements of (c) of this section for each complete calendar year that the license has been held in the region during the concluding licensing period.
  - (i) The board will accept the following documentation from an applicant for license renewal towards fulfillment of the requirements set out in (c) of this section:
    - (1) Southeastern Alaska Region – not later than December 31, 2022, a pilot shall perform
      - (A) on vessels of 1,000 gross tons or tug and tows exceeding 1,000 combined gross tons that are not subject to AS 08.62, at least two round trips between Ketchikan and Skagway, not to include transits of Peril Straits or Wrangell Narrows due to limited vessel traffic; and
      - (B) on vessels of 1,000 gross tons or more, one round trip or two one-way trips
        - (i) through Snow Pass;
        - (ii) through Decision Pass;
        - (iii) through North Inian Pass;
        - (iv) into Sitka;
        - (v) in Gastineau Channel;
        - (vi) over Tracy Arm Bar or into Endicott Arm; and
        - (vii) into Glacier Bay;
    - (2) Southcentral Alaska Region – not later than December 31, 2022, a pilot shall provide proof of a combination of 30 days
      - (A) working as a master pilot on an enrolled vessel or as a pilot on a vessel subject to AS 08.62; and
      - (B) as an observer on an enrolled vessel or vessel subject to AS 08.62 that
        - (i) successfully performs five dockings and five undockings including at least one docking and undocking in each of the three areas: Cook Inlet, Kodiak Island Group, and Prince William Sound; or
        - (ii) for a pilot with a VLCC endorsement, successfully performs five dockings and undockings on tankers at the Valdez oil terminal, with at least two dockings and undockings being on VLCC vessels;
    - (3) Western Alaska Region – not later than December 31, 2022, a pilot shall provide proof of 60 days piloting a vessel subject to AS 08.62 or 60 familiarization trips on vessels subject to AS 08.62 in any port of Western Alaska Region.

**Authority:** AS 08.62.040 AS 08.62.100 AS 08.62.120

**12 AAC 56.082. FAMILIARIZATION TRIPS.** (a) To fulfill the familiarization trip requirements of 12 AAC 56.080(c)(2) in the Southeastern Alaska Region, a pilot shall perform

- (1) on vessels of 1,000 gross tons or tug and tows exceeding 1,000 combined gross tons that are not subject to AS 08.62, at least four round trips between Ketchikan and Skagway, including two trips through Peril Straits and four trips through Wrangell Narrows; and
- (2) on vessels of 1,000 gross tons or more, one round trip or two one-way trips
  - (A) through Snow Pass;
  - (B) through Decision Pass;
  - (C) through North Inian Pass;
  - (D) in Sitka Eastern Channel;
  - (E) in Gastineau Channel;
  - (F) over Tracy Arm Bar or into Endicott Arm; and

- (G) into Glacier Bay;
- (H) repealed 1/29/2009.

(b) To fulfill the familiarization trip requirements of 12 AAC 56.080(c)(2) in the Southcentral Alaska Region, a pilot shall

- (1) provide proof of a combination of 60 days
  - (A) working as a master or pilot on an enrolled vessel or as a pilot on a vessel subject to AS 08.62; and
  - (B) as an observer on an enrolled vessel or vessel subject to AS 08.62;
- (2) successfully perform five dockings and five undockings at Nikiski or Anchorage; one docking and undocking must be performed under ice conditions; and
- (3) for a pilot with a VLCC endorsement, successfully perform five dockings and five undockings on VLCC vessels.

(c) To fulfill the familiarization trip requirement of 12 AAC 56.080(c)(2) in the Western Alaska Region, a pilot shall

(1) provide proof of a combination of 60 days piloting a vessel subject to AS 08.62 and familiarization trips; the combination must include at least 20 dockings in five different ports; no more than one half of the familiarization trips or dockings may occur in any one port, and the remainder must occur in four additional ports; Dutch Harbor and Captain's Bay are considered as one port for the purposes of this paragraph; or

(2) provide proof of at least 60 familiarization trips on a vessel subject to AS 08.62, a tug and tow of 1,000 gross tons combined, or an enrolled vessel of 1,000 gross tons or more, except fishing vessels as defined in 12 AAC 56.990, as follows:

- (A) 20 trips in Dutch Harbor;
- (B) three trips through Iliuliuk Channel;
- (C) five trips to Captain's Bay;
- (D) 12 trips in any combination to Akutan, King Cove, Sand Point, or Chignik;
- (E) one trip to Cold Bay;
- (F) three trips to Naknek;
- (G) two trips to Togiak;
- (H) two trips to Port Moller; and
- (I) twelve additional trips to any combination of ports in (D) – (H) of this paragraph.

(d) Repealed 12/1/2002.

(e) In this section, "trip" means a one-way trip or transit.

**Authority:** AS 08.62.040 AS 08.62.120

**12 AAC 56.083. CONTINUING EDUCATION REQUIREMENTS.** (a) Repealed 5/31/2000.

(b) A marine pilot with a VLCC endorsement applying for license renewal for a license period that begins on or after January 1, 2001, shall document that the marine pilot has satisfactorily completed a manned model course during one of the three biennial license periods immediately preceding the license period for which renewal is sought.

(c) Repealed 5/26/2007.

(d) Repealed 7/15/2006.

(e) A marine pilot or deputy marine pilot applying for license renewal for a license period that begins on or after January 1, 2008, shall document that the pilot has satisfactorily completed a board approved simulator or manned model course at a board approved facility within one of the three biennial license periods immediately preceding the license period for which renewal is sought.

(f) A marine pilot or deputy marine pilot applying for license renewal for a licensing period that begins on or after January 1, 2008, shall document that the pilot has satisfactorily completed continuing education as required in a board approved regional training program.

**Authority:** AS 08.62.040 AS 08.62.100 AS 08.62.120

**12 AAC 56.085. LAPSED LICENSES.** (a) To reinstate a deputy marine pilot or marine pilot license that has been lapsed for more than 60 days but less than one year, an applicant shall meet the requirements of 12 AAC 56.080 and pay the fees required in 12 AAC 02.105 and 12 AAC 02.240.

(b) Except as provided in (c) of this section, to reinstate a deputy marine pilot or marine pilot license that has been lapsed for one year or more, an applicant shall

- (1) meet the requirements of 12 AAC 56.080;
- (2) pay the fees required in 12 AAC 02.105 and 12 AAC 02.240; and
- (3) take and pass the written and oral examinations required in 12 AAC 56.070 for the region where the applicant previously held a license.

(c) In accordance with AS 08.01.100(d), a deputy marine pilot license that has been lapsed for five years or more may not be reinstated. A person whose deputy marine pilot license has been lapsed for five years or more may reapply for a new deputy marine pilot license and shall meet the requirements of a new applicant.

**Authority:** AS 08.01.100  
AS 08.62.040

AS 08.62.120

AS 08.62.130

## ARTICLE 2. COMPULSORY PILOTAGE WATERS.

### Section

- 090. General rule for determining boundaries of the compulsory pilotage waters of Alaska**
- 100. Established boundaries of compulsory pilotage waters of Alaska**
- 110. Exclusions for entering compulsory pilotage waters of Alaska**
- 115. Pleasure craft exemptions**
- 120. Pilot stations or pickup points**

**12 AAC 56.090. GENERAL RULE FOR DETERMINING BOUNDARIES OF THE COMPULSORY PILOTAGE WATERS OF ALASKA.** (a) Pilotage is compulsory in the inland and coastal waters of and adjacent to Alaska as described in this section and 12 AAC 56.100.

(b) Pilotage is compulsory at all entrances from seaward to Alaska bays, sounds, rivers, straits, inlets, harbors, ports, or other estuaries where the passage is within three nautical miles of the state's coastline for which specific boundaries are not otherwise described in 12 AAC 56.100. The extent of waters subject to compulsory pilotage in such Alaska bays, sounds, rivers, straits, inlets, harbors, ports, or other estuaries within three nautical miles of the state's coastline are those waters in-shore of a line drawn approximately parallel with the general trend of the shore through the outermost aid to navigation, or if no aid to navigation exists, then a line drawn from headland to headland across the mouth of the entrance.

**Authority:** AS 08.62.040

AS 08.62.160

**12 AAC 56.100. ESTABLISHED BOUNDARIES OF COMPULSORY PILOTAGE WATERS OF ALASKA.** Specific boundaries of the compulsory pilotage waters of Alaska are as follows:

(1) all waters inside a line drawn from Cape Spencer Light due south to a point of intersection which is due west of the southern extremity of Cape Cross; then to Cape Edgecumbe Light; then through Cape Bartolome Light and extended to a point of intersection which is due west of Cape Muzon Light; then due east to Cape Muzon Light; then to a point which is one mile, 180° true, from Cape Chacon Light; then to Barren Island Light; then to Lord Rock Light; then to the southern extremity of Garnet Point, Kanagunut Island; then to the southeastern extremity of Island Point, Sitklan Island; then from the northeastern extremity of Point Mansfield, Sitklan Island, 40° true, to the mainland;

(2) all waters of Prince William Sound and environs inside a line drawn from Cape Puget to Point Elrington; then to Cape Cleare; then Zaikof Point to Cape Hinchinbrook Light; then Point Bentinck to Okalee Spit;

(3) all waters of Resurrection Bay inside a line extending from the southern tip of Aialik Cape to the southern tip of Cape Resurrection;

(4) all waters of Cook Inlet inside a line extending from Cape Douglas to the western tip of Perl Island then northward to the shoreline of the Kenai Peninsula;

(5) all waters of Chiniak Bay inside a line extending from Cape Chiniak to the eastern tip of Long Island then to Spruce Cape;

(6) all waters of Marmot Bay and environs including eastern approaches, inside a line extending from Spruce Cape to the southern tip of Pillar Cape and western approaches, inside a line extending from Cape Nuniliak to the northern tip of Raspberry Island and also inside a line extending from Raspberry Cape to Miners Point;

(7) all waters of Chignik Bay inside a line extending from the eastern tip of Castle Cape to the western tip of Nakchamik Island then to the eastern tip of Cape Kumliun;

(8) all waters of Unalaska Bay inside a line extending from the tip of the west headland of Constantine Bay to Eider Point;

(9) all waters of Port Moller and Herendeen Bay inside a line extending from Lagoon Point to Cape Kutuzof;

(10) all waters of Bristol Bay inside a line extending from Cape Newenham to Cape Pierce, then to Cape Constantine, then to the southern extremity of Egegik Bay;

(11) all waters of Kuskokwim Bay inside a line extending from Cape Newenham to Cape Avinof;

(12) all waters of Norton Sound inside a line extending from the western tip of Stuart Island to Cape Darby, then to Cape Nome;

(13) all waters of Port Clarence inside a line extending from Pt. Spencer Lt. North to the Seward Peninsula shore;

(14) all waters of the Chukchi Sea and Kotzebue Sound inside a line extending from Cape Prince of Wales three miles due west (270° true) to a point approximately 65° 38' north latitude, 168° 15' west longitude; then due north (0° true) to a point approximately 66° 27' north latitude, 168° 15' west longitude; then 59° true to a point approximately 66° 45' north latitude, 167° 02' west longitude; then due east (90° true) to a point approximately

12 miles off the coast of Cape Espenberg at the intersection with a line drawn from Cape Espenberg to Cape Krusenstern, approximate position 66° 45' north latitude, 163° 40' west longitude; then to Cape Krusenstern; then to Point Hope;

(15) all waters surrounding the Pribilof Islands of St. Paul and St. George from the shoreline seaward to the outer limit of the three-mile territorial seas;

(16) all waters surrounding the Bering Sea Islands from shoreward to the outer limit of the three-mile territorial seas, including St. Lawrence Island, Nunivak Island, St. Matthew Island, and Little Diomedede Island;

(17) all waters encompassing the Aleutian Islands from the shoreline to the outer limit of the three-mile territorial seas, including any and all islands around the Fox Islands, Rat Islands, Near Islands, Andreanof Islands, and the Islands of Four Mountains;

(18) all waters encompassing the south coast of the Alaska Peninsula from Cape Kanatak (Portage Bay) to Cape Pankof to the outer limit of the three-mile territorial seas, including any and all islands around the Shumagin Islands, Semedi Islands, Pavlof Islands, Sutwik Island, Sanak Island, and the Sandman Reefs;

(19) all waters of the north coast of the Alaska Peninsula from Cape Krenzin to the southern extremity of Egegik Bay to the outer limit of the three-mile territorial seas, including Amak Island and Sea Lion Rocks.

**Authority:** AS 08.62.040 AS 08.62.160

**12 AAC 56.110. EXCLUSIONS FOR ENTERING COMPULSORY PILOTAGE WATERS OF ALASKA.**

Vessels are excluded from the use of a state licensed marine pilot in compulsory pilotage waters when proceeding directly between points outside Alaska and an established pilot station for the express purpose of embarking or disembarking a pilot in the following situations:

(1) travel via Revillagigedo Channel to Twin Islands Pilot Station; in transiting Revillagigedo Channel, ships must stay west of longitude 131°05';

(2) travel via Clarence Strait to the following:

(A) Guard Island Pilot Station;

(B) Point McCartney Pilot Station;

(C) Chasina Point Pilot Station;

(3) repealed 10/18/2001;

(4) travel via Cape Muzon in Cordova Bay;

(A) to Shoe Island Pilot Station for vessels proceeding to Long Island;

(B) to Mellen Rock Pilot Station for vessels proceeding to Hydaburg;

(5) travel via Cape Bartolome in Bucareli Bay to Cabras Island Pilot Station;

(6) travel via Cape Ommaney in Chatham Strait to Frederick Sound Pilot Station;

(7) travel via Sitka Sound to Sitka Sound Pilot Station;

(8) travel via Prince William Sound to the Cordova Pilot Station;

(9) travel via Prince William Sound to the Valdez Pilot Station;

(10) travel via Prince William Sound to the Whittier Pilot Station;

(11) travel via Resurrection Bay to Seward Pilot Station;

(12) travel via Cook Inlet to the Homer Pilot Station;

(13) travel to Kodiak City or Womens Bay Pilot Station without transiting Whale Passage;

(14) travel by the most direct safe route to a pilot station or pickup point arranged under 12 AAC 56.120(b);

(15) travel via Yakutat Bay to Yakutat Pilot Station.

**Authority:** AS 08.62.040

**12 AAC 56.115. PLEASURE CRAFT EXEMPTIONS.** (a) An operator of a pleasure craft applying under AS 08.62.180(b) – (e) for a pilotage exemption must

(1) employ a vessel agent registered in this state under AS 08.62.040(a)(3) and 08.62.187; the vessel agent must be identified on the pilotage exemption application;

(2) ensure that the pleasure craft is equipped with

(A) an automatic identification system (AIS);

(B) radar; if the vessel is over 125 feet long, the radar must have the means to automatically track the range and bearings of other targets to determine collision risk;

(C) a depth sounder with depth alarm;

(D) a magnetic compass with a deviation table created not later than one year before the date of the application for an exemption, or a transmitting heading device; and

(E) not less than two VHF transceivers in order to simultaneously monitor channels 13 and 16;

(3) ensure that the pleasure craft has aboard

(A) a current copy of a nautical chart for each area in the state to be transited, in the proper scale for the transit, or an electronic equivalent;

(B) a current *Coast Pilot* for each area in the state to be transited, or an electronic equivalent;

(C) a current tide table for each area in the state to be transited, or an electronic equivalent;

(D) a current tidal current table for each area in the state to be transited, or an electronic equivalent;

(E) if the vessel will be transiting in Southeast Alaska, a current copy of the *Southeast Alaska Voluntary Waterway Guide*;

(F) if the vessel will be transiting Tongass Narrows, a current copy of the *Tongass Narrows Users Guide*;

(G) if the vessel will be transiting Prince William Sound, a current copy of the vessel transit system (VTS) regulations for Prince William Sound and Valdez;

(H) if the vessel is required under AS 46.04 to provide proof of financial responsibility, a copy of the vessel's current certificate of financial responsibility or copy of the current application with the Department of Environmental Conservation for the vessel's certificate of financial responsibility; a copy of the current certificate or application must also be submitted with the application under this section;

(4) report the vessel's length overall (LOA) to the marine pilot coordinator; the length overall shall be used to determine exemption status and to calculate the fee set out in AS 08.62.140(b); and

(5) submit a copy of the vessel's registry to the marine pilot coordinator.

(b) If a pleasure craft of foreign registry of more than 65 feet overall length enters compulsory pilotage waters without a pilot or a pilotage exemption under AS 08.62.180(b) – (e), the operator of the pleasure craft will not be granted a subsequent pilotage exemption until the operator provides the marine pilot coordinator satisfactory documentation detailing the pleasure craft's entry into compulsory pilotage waters and all subsequent voyages in violation of AS 08.62 and this chapter.

(c) On vessels over 100 feet in length, the captain or master aboard a pleasure craft seeking a pilotage exemption must hold a current mariner's license for the vessel's tonnage. A copy of the mariner's license must be submitted with the application submitted under this section. On a pleasure craft greater than 200 gross tons, the master must hold a valid unlimited radar observer endorsement. Masters who do not hold a valid unlimited radar endorsement must submit proof of radar observer training completed within the five years immediately preceding the date of application.

(d) While underway in compulsory pilotage waters, the master of a pleasure craft with a current pilotage exemption from the board must ensure that

(1) the vessel transmits via an automatic identification system (AIS) the vessel's name, length, beam, draft, course, speed, and destination;

(2) an individual who speaks and understands English is present on the bridge;

(3) the vessel crew simultaneously monitors VHF radio channels 13 and 16; and

(4) while the vessel is transiting the Prince William Sound VTS lanes, the vessel master is present on the bridge.

**Authority:** AS 08.62.040 AS 08.62.180

**12 AAC 56.120. PILOT STATIONS OR PICKUP POINTS.** (a) The established pilot stations for the state are as follows:

(1) Guard Island – 1.0 miles 315° true from Guard Island Light; approximate position 55° 27.5' north latitude, 131° 53.9' west longitude;

(2) Point McCartney – 1.0 miles 090° true from Point McCartney Light; approximate position 55° 06.8' north latitude, 131° 40.5' west longitude;

(3) Cabras Island – 1.0 miles 315° true from Cabras Island; approximate position 55° 22.0' north latitude, 133° 24.8' west longitude;

(4) Sitka Sound – 0.25 miles 000° true from the Eckholms Light; approximate position 57° 00.9' north latitude, 135° 21.4' west longitude;

(5) Twin Island – 2.0 miles 045° true from Twin Islands Light; approximate position 55° 10.0' north latitude, 131° 10.4' west longitude; this is a seasonal station open only during the period May 1 through September 30;

(6) Petersburg Bar Range – not west of 132° 58.0' west longitude; this is a seasonal station open only during the period from June 1 through August 31 for the embarkation and disembarkation of pilots for vessels with valid exemptions under AS 08.62.180(b) – (e), and for the purpose of transiting Wrangell Narrows between Petersburg and Point Alexander, as follows:

(A) transit may occur only during

(i) the period 30 minutes before and after slack water at the Port of Petersburg;

(ii) daylight or civil twilight hours; and

(iii) periods of visibility that allow the Petersburg Bar Range to be viewed visually from Buoy WN;

(B) during transit, a minimum of five-foot underkeel clearance must be maintained between Buoy WN and Buoy 60;

(7) Point Alexander – not north of Point Alexander Light at 56° 30.33' north latitude; this is a seasonal station open only during the period from June 1 through August 31 for the embarkation and disembarkation of pilots for vessels with valid exemptions under AS 08.62.180(b) – (e) and for the purpose of transiting Wrangell Narrows between Petersburg and Point Alexander;

(8) Yakutat – 1.0 miles 315° true from Yakutat Bay Lighted Whistle Buoy 4; approximate position 59° 36.3' north latitude, 139° 52.5' west longitude;

(9) Icy Bay – 9.0 miles 180° true from Claybluff Point Light; approximate position 59° 49.0' north latitude, 141° 35.0' west longitude;

- (10) Cordova – 2.0 miles 180° true from Sheep Point; approximate position 60° 35' north latitude, 146° 00' west longitude;
- (11) Valdez and Whittier – approximately 3.6 miles 246° true from Bligh Reef Buoy; approximate position 60° 49' north latitude, 147° 01' west longitude;
- (12) Seward – 1.1 miles 152° true from Caines Head Light; approximate position 59° 58' north latitude, 149° 22' west longitude;
- (13) Cook Inlet – 1.0 miles 180° true from Lands End Light; approximate position 59° 35' north latitude, 151° 25' west longitude;
- (14) Kodiak (City) or Womens Bay – 2.0 miles 100° true from St. Paul Harbor Entrance Light; approximate position 57° 44' north latitude, 152° 22' west longitude;
- (15) Discoverer Bay – 2.0 miles 000° true from Posliedni Point; approximate position 58° 28' north latitude, 152° 20' west longitude;
- (16) Port Wakefield – 1.0 miles 298° true from Kekur Point; approximate position 57° 52' north latitude, 152° 49' west longitude;
- (17) Port Bailey – 1.5 miles 000° true from Dry Spruce Bay Light; approximate position 57° 59' north latitude, 153° 06' west longitude;
- (18) Uganik – 2.0 miles 284° true from East Point; approximate position 57° 51' north latitude, 153° 32' west longitude;
- (19) Larsen Bay – 1.0 miles 090° true from Harvester Island; approximate position 57° 39' north latitude, 153° 57' west longitude;
- (20) Alitak – 2.4 miles 131° true from Cape Alitak Light; approximate position 56° 49' north latitude, 154° 15' west longitude;
- (21) Old Harbor – 1.0 miles 082° true from Cape Liakik; approximate position 57° 07' north latitude, 153° 25' west longitude;
- (22) Chignik – 1.5 miles 020° true from Chignik Spit Light; approximate position 56° 20' north latitude, 158° 22' west longitude;
- (23) Sand Point – Squaw Harbor – 2.7 miles 235° true from Popof Head; approximate position 55° 13' north latitude, 160° 24' west longitude;
- (24) King Cove – 1.5 miles 157° true from Morgan Point Light; approximate position 55° 01' north latitude, 162° 19' west longitude;
- (25) Cold Bay – 4.3 miles 177° true from Kaslokan Point Light; approximate position 55° 02' north latitude, 162° 31' west longitude;
- (26) False Pass – 1.5 miles 315° true from Ikatan Point; approximate position 54° 48' north latitude, 163° 13' west longitude;
- (27) Akutan – 1.0 miles 073° true from Akutan Point Light; approximate position 54° 09' north latitude, 165° 42' west longitude;
- (28) Dutch Harbor-Captains Bay – 1.0 miles 060° true from Ulakta Head Light; approximate position 53° 56' north latitude, 166° 29' west longitude;
- (29) Adak – 2.0 miles 092° true from Gannet Rocks Light; approximate position 51° 52' north latitude, 176° 33' west longitude;
- (30) Attu – 1.5 miles 180° true from Murder Point; approximate position 52° 46' north latitude, 173° 11' east longitude;
- (31) St. Paul Island – 4.0 miles 263° true from Reef Point; approximate position 57° 06' north latitude, 170° 25' west longitude; or – 4.0 miles 043° true from North Point; approximate position 57° 16' north latitude, 170° 13' west longitude;
- (32) Port Moller – 4.8 miles 048° true from Walrus Island; approximate position 56° 05' north latitude, 160° 43' west longitude;
- (33) Port Heiden – 5.0 miles 340° true from Strogonof Point; approximate position 56° 58' north latitude, 158° 55' west longitude;
- (34) Ugashik Bay – 6.2 miles 291° true from Smoky Point Light; approximate position 57° 38' north latitude, 157° 52' west longitude;
- (35) Egegik – 7.0 miles 285° true from Red Bluff Light; approximate position 58° 16' north latitude, 157° 42' west longitude;
- (36) Naknek – 9.0 miles 248° true from Naknek Light; approximate position 58° 39' north latitude, 157° 21' west longitude;
- (37) Nushagak Bay – 7.5 miles 240° true from the south tip of Etolin Point; approximate position 58° 33' north latitude, 158° 24' west longitude;
- (38) Kulukak Bay – 3.0 miles 180° true from Kulukak Point; approximate position 58° 47' north latitude, 159° 39' west longitude;
- (39) Togiak – 4.1 miles 140° true from Summit Island; approximate position 58° 46' north latitude, 160° 06' west longitude;
- (40) Kuskokwim Bay Region
- (A) Kuskokwim Bay – 17.4 miles 320° true from Cape Newenham, approximate position 58° 52' north latitude, 162° 32' west longitude;

(B) Goodnews Bay – 7.5 miles 228° true from Platinum; approximate position 58° 55' north latitude, 162° 00' west longitude;

(41) Kivalina/Cape Krusenstern – 14.0 miles 239° true from the barge loading terminal; approximate position 67° 27' north latitude, 164° 35' west longitude;

(42) Cape Spencer – 3.2 miles 090° true from Cape Spencer Light; approximate position 58° 12' north latitude, 136° 32' west longitude; this is a seasonal station open only during the period from May 1 through September 30;

(43) St. George Island – either 3.0 miles 000° true from St. George village; approximate position 56° 39' north latitude, 169° 33' west longitude; or – 3.0 miles 210° true from Rush Point; approximate position 56° 33' north latitude, 169° 47' west longitude;

(44) Frederick Sound – 3.0 miles 310° true from Cornwallis Point Light; approximate position 56° 58' north latitude, 134° 21' west longitude;

(45) Chasina Point – 1.25 miles 013° true from Chasina Point; approximate position 55° 18' north latitude, 132° 01' west longitude;

(46) Shoe Island – 2.0 miles 090° true from Shoe Island Light; approximate position 54° 57' north latitude, 132° 41' west longitude;

(47) Mellen Rock – 0.6 miles 050° true from Mellen Rock Light; approximate position 55° 02' north latitude, 132° 39' west longitude;

(48) Atka/Nazan Bay – 1.1 miles 134° true from Flat Point; approximate position 55° 13' north latitude, 174° 06' west longitude;

(49) Tanaga Bay – 2.2 miles 202° true from Cape Agamsik; approximate position 51° 45' north latitude, 178° 04' west longitude;

(50) Kiska Harbor – 1.0 mile 270° true from Little Kiska Head; approximate position 51° 58.5' north latitude, 177° 36.5' east longitude;

(51) Barrow – 3.0 miles 320° true from the town of Barrow, approximate position 71° 20' north latitude, 156° 53' west longitude;

(52) Kotzebue Sound – 11.0 miles 015° true from Cape Espenberg Light; approximate position 66° 44' north latitude, 163° 29' west longitude;

(53) Port Clarence – 2.1 miles 000° true from Point Spencer Light; approximate position 65° 19' north latitude, 166° 51' west longitude;

(54) Nome – 2.6 miles 199° true from the Nome north jetty breakwall; approximate position 64° 27' north latitude, 165° 28' west longitude;

(55) Bieli Rocks – 1.0 mile 315° true from Bieli Rocks; approximate position 57° 6' north latitude, 135° 31' west longitude.

(b) Inside compulsory pilotage waters, embarking or disembarking pilots at any location inside of an established pilot station may be undertaken only by agreement between a

(1) pilot and a ship's master in an emergency or for reasons of safety when required by extreme weather or other unforeseeable circumstances; or

(2) pilot organization and a ship's agent on a trial basis to accommodate a newly established port, trade, or route.

(c) If safe and reliable transportation cannot be provided to or from the pilot station, the nearest pilot station with safe and reliable transportation shall be used. If reasonable effort has been made to offer safe and reliable transportation and the vessel, equipment, or personnel do not meet the minimum standards set out in (d) of this section, the pilot may use the transportation provided.

(d) In order to provide safe and reliable transportation for pilots, a vessel must have the following items onboard:

(1) licensed operator;

(2) waterproof VHF radio in addition to the pilot's VHF radio;

(3) distress signals, including three parachute flares, three hand held flares, and one dye marker in a waterproof case;

(4) first aid kit;

(5) spare fuel supply, if the vessel is propelled by an outboard motor;

(6) radar reflector;

(7) tool kit;

(8) engine kill switch;

(9) survival suits; one for each person onboard the vessel;

(10) flashlight;

(11) anchor and 30 fathoms of line;

(12) sound producing device;

(13) pilot retrieval system;

(14) high-intensity strobe when a pilot transfer occurs at night.

(e) Before a trial pilot station established under (b) (2) of this section may be used, it must be preliminarily approved by the marine pilot coordinator. A trial pilot station that has been preliminarily approved by the marine pilot coordinator will remain valid unless the board disapproves the trial pilot station for further use. The board will approve the trial station for notice as an established pilot station if it determines that the trial station accommodates a

newly established port, trade, or route and is in the public interest. The board will disapprove the trial station for further use if the board determines that the trial station is not necessary or not in the public interest.

**Authority:** AS 08.62.040

### **ARTICLE 3. TARIFFS.**

**Section**

**130 – 158. (Repealed)**

**200. (Repealed)**

**205. Availability of pilots**

**210. (Repealed)**

**220. (Repealed)**

**230. (Repealed)**

**240. (Repealed)**

**250. Procedures for setting pilotage rates**

**Editor’s note:** The rates for pilotage fees established by the Board of Marine Pilots under the authority of AS 08.62.040(a)(4) for both Southeastern and Southwestern Alaska are on file in the Office of the Lieutenant Governor and copies are available from the division of corporations, business and professional licensing, Department of Commerce, Community, and Economic Development. These rates are entitled “Pilotage Tariff and Charges.”

**12 AAC 56.130 – 12 AAC 56.158.** Repealed 5/13/92.

**12 AAC 56.200. MAXIMUM TARIFF.** Repealed 6/16/96.

**12 AAC 56.205. AVAILABILITY OF PILOTS.** (a) In the Southcentral Alaska Region, an agent, owner, or master of a vessel shall inform the appropriate pilot organization of a vessel movement at least 36 hours before the movement in order to provide sufficient time for a pilot to arrive at the vessel by the available means of transportation. An agent, owner, or master of a vessel shall again inform the appropriate pilot organization of a vessel movement at least 24 hours before the movement. A pilot will be considered unavailable for service only if the timely notice under this subsection is given and a pilot does not show up at the vessel to render service. If notice is not given as required under this 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.

(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; a pilot will be considered unavailable for service only if the 48-hour notice required under this paragraph is given and a pilot does not show up at the vessel to render service; 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; if the 48-hour notice is not given as required under this paragraph 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;

(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; a pilot will be considered unavailable for service only if the 96-hour notice required under this paragraph is given and a pilot does not show up at the vessel to render service; 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; if the 96-hour notice is not given as required under this paragraph 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; a pilot will be considered unavailable for service only if the 72-hour notice required under this paragraph is given and a pilot does not show up at the vessel to render service; 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 under this paragraph 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.

(c) In the Southeastern 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. An agent, owner, or master of a vessel shall again inform the appropriate pilot organization of a vessel movement at least 24 hours before the movement. A pilot will be considered unavailable for service only if the timely notice required by this subsection is given and a pilot does not show up at the vessel to render service. If notice is not given as required under this subsection and the pilot is unable to reach the vessel to render pilot services, the vessel or vessel's owner may be charged for the transportation costs incurred by the pilot in attempting to reach the vessel and for the pilotage charge and all other charges that would have been incurred had the pilot reached the vessel and provided pilotage services.

(d) In the Aleutian Island ports that are west of Atka Island in the Western Alaska Region, 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. A pilot will be considered unavailable for service only if the 96-hour notice required by this subsection is given and a pilot does not show up at the vessel to render service. 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. If the 96-hour notice is not given as required by this 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.

**Authority:** AS 08.62.040 AS 08.62.190

**12 AAC 56.210. TARIFF FOR SOUTHEASTERN ALASKA REGION.** Repealed 7/15/2006.

**12 AAC 56.220. TARIFF FOR SOUTHCENTRAL ALASKA REGION.** Repealed 7/15/2006.

**12 AAC 56.230. TARIFF FOR WESTERN ALASKA REGION.** Repealed 7/15/2006.

**12 AAC 56.240. TARIFF FOR KUSKOKWIM RIVER REGION.** Repealed 7/15/2006.

**12 AAC 56.250. PROCEDURES FOR SETTING PILOTAGE RATES.** Notice to the board and registered agents required by AS 08.62.046 for setting pilotage rates must

- (1) identify the dates the notice will be published in the newspaper; and
- (2) be sent at or before the first day of publication in the newspaper.

**Authority:** AS 08.62.040 AS 08.62.046

#### **ARTICLE 4. RECOGNITION OF PILOT ORGANIZATIONS.**

##### **Section**

**300. Standard for recognition**

**310. Qualifications for recognition**

**320. (Repealed)**

**12 AAC 56.300. STANDARD FOR RECOGNITION.** In order for a pilot organization to be recognized by the board in a pilotage region, the organization must demonstrate to the board's satisfaction the organization's ability to promote a safe, reliable, and efficient pilotage system in that region considering the size of the organization.

**Authority:** AS 08.62.040 AS 08.62.175

**12 AAC 56.310. QUALIFICATIONS FOR RECOGNITION.** (a) A pilot organization seeking recognition by the board must comply with the minimum qualifications in AS 08.62.175 and of this section.

(b) A pilot organization seeking recognition must provide the board with a list of its members, including pilots, deputy pilots, trainees, and apprentices.

(c) The articles, bylaws, or rules of a pilot organization seeking recognition by the board must include provisions that require the organization to

(1) comply with all applicable federal, state, and local laws;  
(2) treat both its members and applicants for membership in a uniform, nondiscriminatory, and otherwise lawful manner;

(3) conduct its business activities in a nondiscriminatory and otherwise lawful manner;

(4) cooperate and assist the board by

(A) maintaining a system that enables the organization to obtain necessary information from members on a timely basis and to respond to directives issued by government agencies having jurisdiction over pilotage;

(B) maintaining a process for responding to inquiries and requests of the board or its marine pilot coordinator;

(C) cooperating, and requiring its members to cooperate with investigations and audits by or on behalf of the board;

(D) acknowledging the authority of the board, for cause and after notice and hearing, to suspend or revoke the recognition of the organization;

(E) bringing to the attention of the department any credible information regarding a member of the organization that may require the board to act under AS 08.62.150 — 08.62.155;

(F) maintaining a relationship with other pilot organizations that furthers the purposes of AS 08.62 (the Alaska Marine Pilotage Act); and

(G) identifying an agent of the organization for the service of process in the state;

(5) maintain in-house procedures for the handling of disciplinary actions and grievances within the organization; the procedures must, at a minimum, provide a member with the right to due process and a fair hearing;

(6) adopt and revise rates for pilotage services in accordance with AS 08.62.046 and this chapter;

(7) ensure fair and equal access to the experience necessary to obtain or upgrade a pilot's license under AS 08.62 and this chapter;

(8) maintain fair procedures for the conduct of its internal organizational business;

(9) maintain an efficient, equitable, and nondiscriminatory dispatch system at all times that enables the organization to provide prompt dispatch of pilots to the entire region given the size of the membership of the organization and retain the records of those dispatches for audit by the board; and

(10) comply with a written request from the master or owner of a vessel, or that person's representative, showing cause to not dispatch a particular member to pilot to a particular vessel and maintain in-house procedures to provide a member with the right to due process and a fair hearing to contest that action.

(d) A pilot organization seeking recognition must demonstrate to the board that

(1) the organization and its members will conduct or participate in a board approved continuing education program;

(2) the organization and its members will participate in a board approved random drug or alcohol testing program;

(3) the organization and its members will conduct or participate in a board approved training program;

(4) the organization has a bookkeeping and accounting system that enables the organization to prepare and retain accurate and detailed financial records of the activities of the organization; and

(5) the organization has an equitable system for the allocation of its members' income earned from piloting services covered by this chapter.

(e) A pilot organization may provide a retirement plan or program for eligible members.

(f) A pilot organization may assess a separate charge at a rate necessary to provide the benefits to be paid out under a retirement plan or program. The separate charge for the retirement plan or program may be listed separately in a published rate under AS 08.62.046.

**Authority:** AS 08.62.040 AS 08.62.175

**12 AAC 56.320. SUSPENSION OR REVOCATION OF RECOGNITION.** Repealed 6/16/96

**ARTICLE 5.  
TRAINING AND CONTINUING EDUCATION PROGRAMS.**

**(RESERVED)**

**ARTICLE 6.  
VERY LARGE CRUDE CARRIERS (VLCC).**

**Section**

**500. VLCC endorsement required**

**510. Qualifications for VLCC license endorsement**

**12 AAC 56.500. VLCC ENDORSEMENT REQUIRED.** (a) Due to the great mass, windage, and ship-handling peculiarities of very large crude carrier (VLCC) class vessels, only pilots holding a VLCC endorsement may pilot those vessels in waters covered by this chapter.

- (b) A pilot wishing to get a VLCC endorsement must
- (1) apply on a form provided by the department;
  - (2) pay the fee required in 12 AAC 02.240; and
  - (3) provide documentation of compliance with 12 AAC 56.510.

**Authority:** AS 08.62.040 AS 08.62.100

**12 AAC 56.510. QUALIFICATIONS FOR VLCC LICENSE ENDORSEMENT.** (a) An applicant for a VLCC endorsement must hold a valid marine pilot license and demonstrate special training or experience by documenting the following

- (1) round trips:
- (A) 20 round trips on a VLCC class vessel as a pilot observer over a pilotage route; or
  - (B) 10 round trips on a VLCC class vessel as a pilot observer over a pilotage route and completion of a VLCC ship handling course at a facility approved by the board; and
- (2) experience:
- (A) at least 15 dockings and 15 undockings as a pilot on VLCC class vessels; or
  - (B) 365 days of experience as master of a VLCC class vessel and completion of a VLCC ship handling course at a facility approved by the board.

(b) Under (a)(1) of this section, a round trip on a VLCC class vessel as a pilot observer must include two trip segments that either begin with an undocking or terminate with a docking. Dockings and undockings under (a)(1) of this section may be observed or actually performed by the applicant.

**Authority:** AS 08.62.040 AS 08.62.100

**ARTICLE 7.  
GENERAL PROVISIONS.**

**Section**

**930. Quorum**

**940. Drugs and alcohol**

**950. Current address**

**960. Duties of pilots**

**963. Hours of duty**

**965. Incident report**

**970. Physical incapacitation**

**980. Registration of vessel agents**

**990. Definitions**

**12 AAC 56.930. QUORUM.** (a) If the board administers an examination, two members of the board constitute a quorum.

(b) For the purpose of board meetings, hearings, and conducting all other board business, except examinations, a majority of the board constitutes a quorum.

**Authority:** AS 08.62.040

**12 AAC 56.940. DRUGS AND ALCOHOL.** (a) A deputy marine pilot or marine pilot licensed under this chapter may not consume alcohol or a controlled substance any time between 12 hours before going on duty and the conclusion of duty. If directed to do so for reasonable cause by the marine pilot coordinator or the United States Coast Guard, a pilot shall provide a breath sample to be tested for the presence of alcohol and a blood or urine sample to be tested for the presence of alcohol or a controlled substance.

(b) A pilot shall participate in a random drug testing program conducted according to the requirements of 46 C.F.R. 16 and 49 C.F.R. 40, as amended as of December 4, 1992.

(c) For the purposes of this section and enforcement of AS 28.35.030, the standard for intoxication for deputy marine pilots and marine pilots is .04 grams or more of alcohol per 210 liters of the pilot's breath.

(d) A deputy marine pilot or marine pilot is subject to disciplinary sanctions under AS 08.62.150 and AS 08.62.155 for

- (1) a violation of (a) or (b) of this section;
- (2) being under the influence of alcohol while on duty on a vessel; or
- (3) using a controlled substance listed in AS 11.71.140 - AS 11.71.190 at any time and documented by drug testing that meets the standards of (b) of this section.

(e) The board will, in its discretion, revoke the license of a pilot who has, since the date of initial licensure, received a second criminal conviction or disciplinary sanction for a drug or alcohol related incident as described in this section.

(f) A pilot shall report to the board any conviction of a crime involving that pilot's personal consumption of alcohol or a controlled substance or possession or illegal sale of a controlled substance. The department will, in its discretion, investigate each report and recommend to the board whether disciplinary action should be considered.

(g) Failure of a pilot to file a report with the board within 30 days after a conviction described in (f) of this section is grounds for disciplinary action under AS 08.62.150 and AS 08.62.155.

(h) A pilot shall provide a report to the marine pilot coordinator by January 31 of each year stating whether the pilot has participated in a random drug testing program during the previous year.

**Authority:** AS 08.62.040 AS 08.62.150 AS 08.62.155

**12 AAC 56.950. CURRENT ADDRESS.** A licensee shall maintain a current, valid mailing address on file with the division at all times. The latest mailing address on file for an active, inactive, or lapsed license is the address of the licensee for official communications, notifications and service of legal process.

**Authority:** AS 08.62.040

**12 AAC 56.960. DUTIES OF PILOTS.** (a) A pilot shall be on duty, at the conn, piloting the vessel at all times when the vessel is in transit or maneuvering in compulsory pilotage waters. A pilot at the conn may only be relieved for cause by the vessel's master or the officer in charge of the navigational watch when the master is absent from the bridge. The pilot may voluntarily relinquish the conn to a ship's officer, but may reassume the conn at any time.

(b) A passenger vessel in transit of compulsory pilotage waters not excluded under 12 AAC 56.110 must carry two pilots on board except during an entry transit between a pilot station and a harbor or anchorage within compulsory pilotage waters, or an exit from compulsory pilotage waters where the entry or exit transit is normally less than eight hours.

(c) A non-passenger vessel in a continuous transit of compulsory pilotage waters of Southeast Alaska that is expected to exceed eight hours must employ two pilots.

(d) If a vessel piloted by a state licensed pilot is involved in a collision, allision, or grounding, 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 investigate the reported incident.

(e) A pilot shall report to the Aids to Navigation office of the United States Coast Guard, all changes in lights, range lights, buoys, and any dangers to navigation that may come to that pilot's knowledge.

(f) A pilot who fails to make a report to the marine pilot coordinator as required by this chapter, is subject to the disciplinary provisions of AS 08.62.150 and AS 08.62.155.

(g) A pilot when so notified in writing shall report in person to the board at any meeting specified in the notice.

(h) A pilot summoned to testify before the board shall appear in accordance with the summons and shall answer, under oath, any questions asked which deal with any matter connected with piloting or the pilotage waters over which the pilot is licensed to act. The pilot is entitled to have an attorney or advisor present during any such appearance and testimony.

(i) A pilot on boarding a ship, if required by the master, shall exhibit his or her state license or photostatic copy of it.

(j) A pilot on board a vessel must be provided access to an operable radio on the bridge at all times to use on channel 16 VHF for safety purposes.

(k) A pilot organization shall report on a quarterly basis all pilotage performed by each pilot on vessels that were subject to AS 08.62. The report shall be submitted to the marine pilot coordinator electronic mail or on a 3.5" computer floppy diskette. The report must include the following elements and be formatted in the same order:

- (1) pilot name;
- (2) date of departure;
- (3) time of departure;
- (4) date of arrival;
- (5) time of arrival;
- (6) place departed;
- (7) place arrived;
- (8) vessel name;
- (9) vessel gross tons;
- (10) vessel IMO number;

- (11) vessel type;
- (12) waters transited;
- (13) trainee name;
- (14) training evolution; and
- (15) pilot association affiliation.

(l) Upon boarding a ship, a pilot shall conduct a briefing with the master or other appropriate deck officers. The briefing may include a discussion of the proposed route, including courses, speeds, and planned maneuvers, and a discussion of the squat and unique maneuvering characteristics of the vessel. The pilot may conduct additional briefings throughout the transit of compulsory pilotage waters.

**Authority:** AS 08.62.040 AS 08.62.160

**Editor's note:** For the purposes of 12 AAC 56.960, the marine pilot coordinator's mailing address and phone number are Marine Pilot Coordinator, Division of Corporations, Business and Professional Licensing, Department of Commerce, Community, and Economic Development, P.O. Box 110806, Juneau, AK 99811-0806: Phone (907) 465-2548. The Marine Pilot Coordinator's electronic mail address may be obtained by contacting the Division of Corporations, Business and Professional Licensing.

**12 AAC 56.963. HOURS OF DUTY.** A pilot may not be on duty for more than 15 hours in a 24-hour period or more than 36 hours in a 72-hour period, except in an emergency.

**Authority:** AS 08.62.040

**12 AAC 56.965. INCIDENT REPORT.** (a) The written incident report required by 12 AAC 56.960(d) must be in writing on the form provided by the department. All applicable sections of the form shall be completed. The required information shall be obtained as soon as the situation stabilizes and the pilot can dedicate his or her time and attention to providing the information.

(b) The report shall include

- (1) identification of the pilot;
- (2) date and time of the incident;
- (3) identification and description of the piloted vessel and its cargo;
- (4) identification of the vessel's master and agent;
- (5) a detailed description of the location of the incident;
- (6) a description of the weather and sea conditions at the time of the incident;
- (7) identification of all other persons and vessels involved in the incident;
- (8) identification of witnesses; and
- (9) an illustrated and narrative description of the incident.

**Authority:** AS 08.62.040

**12 AAC 56.970. PHYSICAL INCAPACITATION.** A pilot who is physically incapacitated as a pilot for a period of 90 days or more shall not return to active pilot service until submitting evidence to the board of a satisfactory physical examination.

**Authority:** AS 08.62.040(a) AS 08.62.040(b)

**12 AAC 56.980. REGISTRATION OF VESSEL AGENTS.** (a) A person may not act as an agent of a vessel subject to AS 08.62 unless the person is registered with the board. A person seeking to register as a vessel agent must submit an application on a form provided by the department and pay the registration fee set out in 12 AAC 02.240.

(b) A vessel agent registration must be renewed biennially. A vessel agent seeking renewal of registration must submit an application on a form provided by the department and pay the registration renewal fee set out in 12 AAC 02.240.

(c) If the vessel agent is a business entity rather than an individual, the vessel agent must provide the board with the name, address, and contact information for each individual who will be performing vessel agent functions on behalf of the vessel agent.

(d) An individual may not perform vessel agent functions for a vessel subject to AS 08.62 unless the individual is either

- (1) registered as a vessel agent; or
- (2) designated under (c) of this section as authorized to perform vessel agent functions on behalf of a business entity that is registered as a vessel agent.

(e) The vessel agent must immediately notify the board of any changes to the information required under this section.

(f) In this section, "person" has the meaning given in AS 01.10.060.

**12 AAC 56.990. DEFINITIONS.** (a) Unless the context indicates otherwise, in this chapter

(1) “agent” means a person listed on the register of vessel agents kept under AS 08.62.040(a)(3) that acts on behalf of the master, owner, or operator of a vessel with actual or apparent authority to secure pilotage services for the vessel, or to provide navigational and safety information to the operator of a pleasure craft that is seeking or has received an exemption from pilotage requirements under AS 08.62.180(b) – (e) and 12 AAC 56.115; in this paragraph, “person” has the meaning given in AS 01.10.060;

(2) “anchoring” means the evolution of maneuvers made to approach and anchor a vessel in an anchorage, beginning with the briefing of the maneuver to the training pilot and ending when the anchor is set and the scope of chain deployed;

(3) “applicant” means an individual who has applied to the department for a licensing action under AS 08.62 or this chapter;

(4) “apprentice” means an individual accepted into a marine pilot apprenticeship program approved by the board, under AS 08.62.093(b)(6) and 12 AAC 56.033;

(5) “area” means any port, restricted passage, cruise area, or pilotage waters of the inland or coastal waters of or adjacent to Alaska for which a pilot’s license is required and a pilotage rate is established under AS 08.62 and this chapter;

(6) “at the conn” means to conduct or direct the maneuvering of a ship;

(7) “candidate” means an individual in any stage of the deputy marine pilot training or apprenticeship program who has not yet made application to the board for licensure;

(8) “compulsory pilotage waters” means those inland or coastal waters of or adjacent to Alaska defined in 12 AAC 56.090 and 12 AAC 56.100 where Alaska pilotage is required;

(9) “day” as used in the definition of year, means the same as “day” in 46 C.F.R. 10.103;

(10) “docking” means the evolution of maneuvers made to approach and secure a vessel at a berth, beginning with the briefing of the maneuver to the training pilot and ending when the last line is secured at the berth and

(A) in the Southeastern Alaska Region, includes the approach from the navigation channel, anchorage, or mooring;

(B) in the Southwestern Alaska and Western Alaska Regions, includes the transit from the pilot station to the dock;

(11) “dredging an anchor” means to deploy and utilize an anchor while maneuvering a vessel to moor, anchor, or make secure at a berth;

(12) “fishing vessels” means vessels primarily engaged in the harvesting of fish, shellfish, marine mammals, pearls, shells, or marine vegetation for commercial purposes;

(13) “ice conditions” means ice exists in sufficient quantities to affect the maneuvering or navigation of the vessel;

(14) “incompetent” means the exercise of pilotage duties in a manner which endangers life or property or failure to exercise the requisite knowledge and skill required of a pilot;

(15) “laying to” means the temporary interruption of a vessel’s transit for some special purpose that stops but does not anchor or moor the vessel;

(16) “maneuver” means to conn a vessel using one or any combination of propulsion and directional guidance, including the helm, engines, thrusters, tugs, other vessels, or anchors;

(17) “misconduct” means to knowingly violate a provision of AS 08.62, or regulations adopted under authority of AS 08.62, by a person during the course of that person’s employment;

(18) “mooring” means the evolution of maneuvers made to approach and secure a vessel to a mooring buoy or buoys, beginning with the briefing of the maneuver to the training pilot and ending when the last line is secured;

(19) “movement” means a docking or undocking, mooring or unmooring, a transit to or from a pilot station, coming alongside an anchored vessel, or anchoring a vessel;

(20) “night” means the period of time between the end of civil twilight when the sun is six degrees below the horizon after sunset and the start of civil twilight when the sun is six degrees below the horizon before sunrise;

(21) “on duty” means being at the conn or assisting the master or navigational officer;

(22) “round trip” is a vessel’s passage through a body of water from the entrance or end of navigation to the other entrance or end of navigation and return;

(23) “service” as used in AS 08.62.093(b) and 12 AAC 56.012, means the time spent on duty on a vessel that is underway;

(24) “standing by” means the time during which a pilot is dispatched to a vessel and is waiting to go on duty to perform pilotage service; “standing by” includes time onboard the vessel, or on shore if the vessel’s owner, master, or agent has scheduled a pilot to be available for pilotage duty;

(25) “state licensed marine pilot” or “state marine pilot” means an individual who holds an Alaska license issued under AS 08.62 and this chapter;

(26) “territorial seas” has the meaning given that term in 33 C.F.R. 2.05 - 5(a) (revised as of December 15, 1995);

(27) "trainee" means an individual who has met the requirements of AS 08.62.093(a)(1) and (b)(1) - (5), holds the applicable federal pilotage endorsement, passed the deputy marine pilot core examination described in 12 AAC 56.070(e), and has been accepted by a pilot organization into its training program for the purpose of obtaining supervised vessel movements required for licensure;

(28) "transit" is a vessel's passage through a body of water, from one entrance or end of navigation to the other entrance or end of safe navigation;

(29) "underway" means that a vessel is not at anchor, moored, or made fast to the shore or aground;

(30) "undocking" means the evolution of maneuvers made to depart a berth, beginning with the briefing of the maneuver to the training pilot and ending when the vessel is clear to navigate; in the Southwestern Alaska and Western Alaska Regions, "undocking" includes the transit from the dock to the pilot station;

(31) "unmooring" means the evolution of maneuvers made to depart a mooring, beginning with the briefing of the maneuver to the training pilot and ending when the vessel is clear to navigate;

(32) "very large crude carrier" or "VLCC" is any tank vessel of 60,000 gross tons or greater;

(33) "weighing anchor" means the evolution of maneuvers made to depart an anchorage, beginning with the briefing of the maneuver to the training pilot and ending when the vessel is clear to navigate;

(34) "year" as used regarding years of service under AS 08.62.093(b)(1) - (4) has the meaning given in 46 C.F.R. 10.107;

(35) "for cause" means due to incompetence or misconduct;

(36) "active port" means a port at which commerce is conducted;

(37) "board approved simulator" means a Class A full-mission bridge simulator;

(38) "bridge simulator course" means a course approved by the board and conducted using a board approved simulator;

(39) "the state's coastline" means the line of ordinary low water along that portion of the coast which is in direct contact with the open sea and the line marking the seaward limit of inland waters.

(b) As used in AS 08.62.160, "navigating" means underway, except that it is not to be construed to require more than one state licensed marine pilot for the combination of a tug and a vessel under tow.

(c) As used in 12 AAC 56.018, 12 AAC 56.019, and 12 AAC 56.029, "vessel movements" includes movements performed as the pilot on duty, or movements performed while supervised and documented by a training pilot.

(d) As used in AS 08.62.165(a), "pilotage services" includes supervision and evaluation of a trainee, apprentice, deputy marine pilot, or marine pilot by a marine pilot holding a training pilot endorsement issued under 12 AAC 56.016.

(e) As used in AS 08.62.140, 08.62.180, and 12 AAC 56.115, "overall length" and "length overall" means the horizontal distance between the forward-most and after-most points on the hull, excluding fittings and attachments.

**Authority:** AS 08.62.040 AS 08.62.160

**Editor's note:** Information on Standards for Certification of Class A Simulator Systems described in 12 AAC 56.990(37) may be obtained by contacting Det Norske Veritas AS, Marine Technology and Production Center, Competence Operation and Management, Veritasveien 1, 1322 Hovik, Norway; telephone: + 47 67 57 99 00; fax: + 47 67 57 99 11; website at <http://www.dnv.com>.