Federal
Requirements and
Application Package for

First Class Pilot
of Western Alaska and
Prince William Sound

SIGNATURE PAGE

I have reviewed and approve by signature the contents of this document.

Further, since the document is distributed to the public on a routine basis and must be accurate and routinely updated, I authorize REC Anchorage to make minor administrative edits to the document without notification or re-approval to correct typos, grammar, and formatting errors that do not alter or affect the intent of policy.

The contents of this document will be managed by REC Anchorage and will be formally reviewed and signed by all responsible parties at least every two years.

Christopher Culpepper
Captain, U. S. Coast Guard
Sector Western Alaska and U. S. Arctic
Officer in Charge, Marine Inspection

Sarah Kristine Rousseau, CDR

Sarah Rousseau
Commander, U. S. Coast Guard
Marine Safety Unit Valdez
Officer in Charge, Marine Inspection

U.S. Coast Guard Regional Exam Center
Federal Court House Building
222 W. 7th Ave, Box 55, Rm 156
Anchorage, AK 99513

Phone: (206) 815-6454

Email: recanc@uscg.mil

Located in the James Fitzgerald Federal Courthouse on the corner of 7th Ave. and C St.

Application Submittal:

- You may submit applications for pilotage electronically at recanc@uscg.mil
- Appointment requests to submit applications or examinations should be emailed to recanc@uscg.mil or call 1-888-427-5662.
- Examinations are by appointment only for applicants with NMC approval to test letters.

Additional Information

- Evaluation User Fee: Pay via credit card or bank account using https://www.dco.uscg.mil/nmc/fees . IMPORTANT – PRINT AND INCLUDE YOUR PAYMENT RECEIPT AS PROOF OF PAYMENT.
- CG Form 719B Application: Be sure to read & accurately complete this entire form. Double check your mailing address & contact info.
- Signed Conviction Statement: At the time of application, each applicant must provide written disclosure of all convictions not previously disclosed to the Coast Guard on an application.
- Evidence of appropriate sea service and round trips for each route applied for.
- Photocopies of all applicable Training Course Certificate(s).
- Once the applicant is approved to test by National Maritime Center (NMC); please allow extra time for exams to be mailed and received if they are requested to be administered by any Regional Examination Center (REC) other than REC Anchorage.

More Information

Coast Guard National Maritime Center: https://www.dco.uscg.mil/national_maritime_center/
Coast Guard Home Page: https://www.uscg.mil

Homeport retired April 12, 2025. Helpful links traditionally found via Homeport are now available directly on the NMC website listed above

Pilotage Endorsement Requirements for Western Alaska

INTRODUCTION:

1. **Purpose:** This package details the requirements to obtain or renew a First Class Pilot (FCP) Endorsement or to obtain an endorsement for the ports and waterways within the area of responsibility of the Officer in Charge, Marine Inspection (OCMI), Western Alaska and OCMI Prince William Sound. The requirements in this package have been reviewed and approved by both OCMIs.

2. **Changes to Routes:** Trips completed under the "8/1 A" provision of the previous FCP packet shall be grandfathered as trips using this package. To be grandfathered, completed applications, including all round trips must be submitted to this office within one year of this publication. "8 1/A" routes have been removed from this packet due to decreased traffic. Icy Bay was also removed and is technically in Sector Southeast Alaska's Captain of the Port Zone; if there is increased traffic in this region please refer to their OCMI for updates. Any applicant holding these routes will continue to have them renewed with each application.

3. **Area of Responsibility:** The boundaries of Sector Western Alaska and U.S. Arctic Marine Inspection and Captain of the Port Zones and MSU Valdez Prince William Sound Marine Inspection and Captain of the Port Zones are separate as outlined in 33 CFR 3.85-15. Please refer to the respective office with questions regarding the different zones.

4. **Pilotage Waters:** (46 CFR 10.107) Federal pilotage waters are the navigable waters of the United States, including all inland waters and offshore waters to three nautical miles from the baseline from which the Territorial Sea is measured.

5. **Route Familiarization Requirements:**
   a. **Designated Areas:** (46 CFR 10.107) Designated areas are those areas within pilotage waters for which First Class Pilot endorsements are issued under Title 46 Code of Federal Regulations (CFR), Part 11 (46 CFR 11 subpart G) by the OCMI. The areas for which First Class Pilot endorsements are issued and required within the Western Alaska and Prince William Sound Marine Inspection Zones are listed in this document. Designated areas are also referred to as pilotage routes.
   b. **Non-Designated Areas**: All remaining areas within Western Alaska pilotage waters that are not designated.

6. **Authority:** (46 CFR 10, 46 CFR 11) The regulations governing the issuance of an original First Class Pilot endorsement are contained in 46 CFR Part 10 and 46 CFR Part 11.

GENERAL REQUIREMENTS:

1. **Application:** (46 CFR 10.209) All applications must be made using an Application for License as an Officer, Staff Officer, or Operator and for Merchant Mariner's Document, Form CG-719B. Applicants must specify which routes they are applying for at the time of

application. **Additional routes may not be added to the application once the evaluation process has begun**. Once an endorsement is issued, the application is closed.

2. **Physical Exam Requirements:** (46 CFR 11). Applicants for an original First Class Pilot endorsement must meet the physical examination of 46 CFR 11.709. All applicants and holders of FCP endorsements are required to use the Merchant Marine Physical Examination Report, Form CG-719K. Physical examination applications must be submitted directly to the National Maritime Center electronically via our website under Medical Certificates tab. Use the link for CG-719K for direct submission to the NMC. Submissions to the REC for a Medical Certificate will not be processed.

3. **Annual Physical Exams:** (46 CFR 11.709) Each person holding an endorsement as First Class Pilot on vessels of 1,600 gross tons and over shall have a thorough physical exam *each year* while holding the endorsement. The required annual physical must meet federal requirements.

4. **Trip Sheets:** An applicant for a First Class Pilot endorsement or extension of route must use the enclosed blank trip sheet to record the required trips. **Trips must be recorded using conspicuous and identifiable start and stop reference points.** A separate trip sheet must be used for each route. Applicants will not receive credit for a voyage in which applicants did not meet familiarization requirements as defined in 46 CFR 11.705. Properly completed trip sheets must be submitted at the time of application for the route listed on the application. ***Trip sheets with incomplete legs or inaccurate reporting points will not be accepted or counted toward the required round trips.*** An "Approved to Test" (ATT) letter will be issued after NMC evaluates and confirms that all requirements, including required trips, have been met.
5. Incomplete or missing routes will not be approved. An Awaiting Information (AI) letter will be sent to the applicant outlining requirements that are not met.

6. **Work Hours:** (46 CFR 15.710) Applicants are reminded that they are limited in the number of hours they may work, which includes time spent on the bridge gaining trip experience while off watch. It is the responsibility of the mariner and employer to ensure that the work hours and fatigue regulations in 46 CFR Part 15 are complied with.

7. **Fees:** (46 CFR 10.219) The following User Fees apply: Payable at https://www.dco.uscg.mil/nmc/fees

8. **Waiver of Application Fees for Active Duty Members of the Uniformed Services:** Active duty members of the uniformed services are eligible for a waiver of fees for evaluation of an application for an MMC, the administration of an examination required for an endorsement, and for the issuance of an MMC. The waiver applies to members of the Army, Navy, Air Force, Marine Corps, Space Force, Coast Guard, commissioned corps of the National Oceanic and Atmospheric Administration, and the Public Health Service. For additional information, please refer to the office of Merchant Mariner Credentialing, CG-MMC Policy Letter 03-24, titled: Exemption for Active-Duty Uniformed Service Members from Merchant Mariner Credentialing Fees.

PROFESSIONAL REQUIREMENTS:

For professional requirements please refer to: (46 CFR Sub Part G 11.701)

Vessels Not Subject to Inspection: An applicant for an endorsement as pilot will be given credit for experience on motor vessels of a class not subject to inspection by the Coast Guard and not required to carry a credentialed master or pilot (i.e., military or fishing vessels) on a case-by-case basis as determined by the OCMI. Such credit is subject to the same tonnage, experience and authentication procedures discussed by this package and/or U.S. regulation.

TRIP REQUIREMENTS:

Round Trip: (46 CFR 11.705) A round trip must consist of a vessel transiting within the geographical boundaries of the route. A single round trip is accomplished by an inbound transit from a geographical boundary or pilot station to an appropriate facility, anchorage, or termination point and an outbound transit to the designated route's geographical boundary or pilot station, or; a transit between the designated route's geographical boundaries and a transit in the reciprocal direction. Where applicable, a round trip to a port must include the main inbound/outbound approach(es) or Vessel Traffic Scheme.

Recency: One round trip must have been made within six months immediately preceding the date of application.

Darkness: At least 25% of the total number of required round trips must be made during the hours of darkness. The hours of darkness, for these purposes, is defined as a period between sunrise and sunset.

Western Alaska and Prince William Sound's pilotage routes, compared to other domestic pilotage routes, experience unique hours of either prolonged darkness or daylight. For these purposes, the OCMI has determined that transits in which reduced visibility is experienced may qualify toward the requirements of 46 CFR 11.705 (d). For the purposes of this instruction, reduced visibility is defined as any condition in which visibility is restricted by fog, mist, falling snow, heavy rainstorms, sandstorms, or other similar causes in which the vessel is operating in compliance with Rule 19 of COLREGS.

If both night and low visibility, both should be indicated on the trip log. Failure to meet night trip requirements will result in a daylight restriction on that route. You must include evidence of reduced visibility to receive credit for darkness outside hours of darkness (i.e. weather reports, photographs, radar imagery etc).

Minimum Round Trips: (46 CFR 11.705) This package outlines the minimum number of trips required for each route. Round trips must be completed while serving as quartermaster, wheelsman, able seaman, apprentice pilot, or in an equivalent capacity, standing regular watches in the wheelhouse as part of routine duties over the route sought. Evidence of having completed a minimum number of roundtrips while serving as an observer, properly certified by the master

and/or pilot of the vessel, is also acceptable. No other shipboard duties, such as lookout, shall be conducted while serving as an observer.

Authentication: The vessel's U.S. Coast Guard credentialed master or pilot and the applicant must sign all trip sheets. When the applicant is serving as master, all trips must be verified by at least one other ships officer. Original trip verification sheets MUST be submitted to REC Anchorage at the time of application. It is the responsibility of the applicant to maintain records of their trip totals. In the case of an applicant constructing trip sheets from past experience, when a sheet was not signed at the time of service and a validating signature is not possible to obtain at present (e.g. military vessel service or Master no longer available); additional documentation such as photocopies of official vessel logs in lieu of individual's signatures will be considered on a case-by-case basis.

Tonnage: (46 CFR 11.711) An applicant for First Class Pilotage of unlimited tonnage must have sufficient experience on vessels of more than 1,600 GRT. For original FCP endorsement, there is a one-time requirement of 18 months experience standing regular watches at the wheel or in the pilothouse as part of routine duties on vessels of 1,600 GRT or more, or a tonnage limitation may be imposed. In accordance with 46 CFR 10.232(a)(3), a holder of unlimited tonnage Deck Officer meets this experience.

In addition, two-thirds of the minimum number of round trips required must be on vessels of 1,600 GRT or more, with all trips on vessels of no less than 100 GRT, for each route sought. If a sufficient number of round trips on vessels of 1,600 GRT or more is not provided, a 2,000 GRT limitation will be placed on the route sought.

To remove the tonnage limitation, an additional 12 roundtrips on vessels of 1,600 GRT/3,000 GT or more on the applicable route is required to remove a tonnage limitation. The applicant must apply for a modification endorsement.

Special Considerations:

1. Trips aboard the M/V AURORA will be accepted toward unlimited tonnage for a First Class Pilotage endorsement. If this vessel is counted toward unlimited tonnage pilotage trips, an additional four (04) round trips will be required in the same daylight/darkness ratio of 3:1 (i.e. one of the additional four roundtrips must be during hours of darkness as defined in part 1 of Trip requirements). If vessels over 1,600 GRT are used for a portion of the qualifying trips in a particular route, and the M/V AURORA is used for the remaining trips, the Regional Exam Center will consult the OCMI to determine, on a case-by-case basis, the number of additional trips based on the route and service provided. Approval will individually be documented per applicant and route(s).
2. Aggregate tonnage on towing vessels with barges, articulated and/or integrated tug-barge (ATB/ITB) vessels of 1600 GRT or more will meet the round-trip requirements per 46 CFR 11.711(d) equivalent to self-propelled vessels of 1600 GRT or more.
3. To remove tonnage limitations, additional trips must be conducted as defined by this package, and at least two thirds of the original number of trips per route must be on vessels of 1600 GRT or more per 46 CFR 11.705. Mariners with restrictions imposed prior to the publishing of this pilotage update must reapply with appropriate trips for

evaluation. One round trip must have been conducted within one year of re-application of that route.

EXAMINATIONS:

1. **Approval to Test:** (46 CFR 11.707) When the National Maritime Center (NMC) has determined the applicant's experience and training to be satisfactory and the applicant is ready in all other respects, the NMC will approve the mariner to test. All examinations must be completed within one year of approval to test.

2. **General Examination:** An applicant for an original endorsement as First Class Pilot must be examined as specified in 46 CFR 11.910 (Table 11.910-2). These exams must be successfully completed prior to any chart sketch or local knowledge exams. However, mariners holding an endorsement as Master or Mate greater than 1,600 gross tons are exempt from this general pilotage examination.

3. **Route Specific Examination:** Applicants for an original First Class Pilot endorsement are required to take the following examinations:

a. **Chart Sketches:** The Chart Sketch must be derived from the latest edition of the navigation chart and include all updates published prior to the examination date. This requirement must be fulfilled on the same day as the Route Description and Knowledge Exam modules. It is mandatory that all Aids to Navigation (ATON) are drawn precisely to scale on the chart sketch. Please ensure that every required grading criteria category is included, as the omission of any detail may result in the exam being marked as incomplete, which will necessitate a full reexamination.

b. **Route Description/Knowledge Exam:** The exam must be legible and completed in a single sitting. You will receive a blank exam for each route you apply for. Your answers must provide detailed area descriptions that demonstrate extensive knowledge of the route and its surroundings. These descriptions should include information from the current Coast Pilot, the Voluntary Waterways Guide, and your own personal observations and experience. From memory, each applicant must describe the following:
   1) The general configuration of the waterways, ports, and harbors;
   2) Vessel traffic concerns and references from the Voluntary Waterways Guide;
   3) Wind and weather conditions (including seasonal changes);
   4) Tides and currents which may be expected;
   5) Special harbor rules and navigation customs observed in the area, (i.e. pilot stations, customs quarantine areas, etc.);
   6) Description and location of anchorage areas;
   7) Area hazards (including restricted areas, danger areas, submerged wrecks, cables, rocks, obstructions, etc.);
   8) Prominent geographic features (including obstructions and man-made structures); and

9) All "Special Notes" indicated on the NOAA chart (i.e., danger warnings, local magnetic anomalies, uncharted mooring buoys, etc.).

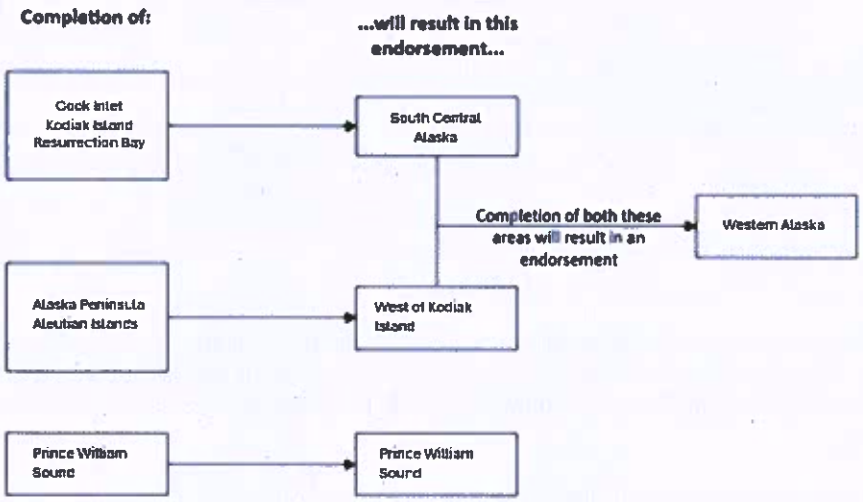
4. **Other Examinations:** Any other examination the OCMI deems necessary, including Vessel Traffic System (VTS) examinations for Prince William Sound routes.

ENDORSEMENT WORDING:

LIMITATIONS AND/OR RESTRICTIONS	
Type	**Examples**
Unlimited Tonnage	First Class Pilot of Self-Propelled Vessels of Unlimited Tonnage [Add Specific Route Requested].
Limited Tonnage	First Class Pilot of Self-Propelled Vessels Less than 2,000 GRT [Add Specific Route Requested].

1. **General:** MMC endorsements will state the specific Federally Designated Areas upon which the mariner is authorized to serve as a First Class Pilot.

2. Inclusive/Exclusive: Completed pilotage areas will be listed individually. When the majority or all the areas in a group are completed, the group will be listed with exceptions (if any) at the discretion of the REC.



*There are no further endorsement categories for Prince William Sound

Required Routes

Area	Latitude-North		Longitude-West		Chart	Required Trips	Group
Anchorage	61°05'	61°16'	149°50'	150°25'	16665	14 C	Cook Inlet
Northern Cook Inlet	60°42'	61°16'	150°20'	151°49'	16663	14 C	Cook Inlet
Central Cook Inlet	60°20'	60°44'	151°15'	152°25'	16662	14 C	Cook Inlet
Southern Cook Inlet	59°45'	60°24'	151°17	153°05'	16661	14	Cook Inlet
Kachemak Bay/ Homer	59°20'	59°47'	151°00'	152°00',	16645	14	Cook Inlet
Kodiak/ St. Paul Harbor	57°44'	57°50'	152°17'20"	152°28'	16595	8	Kodiak Island
Women's Bay	57°42'	57°46'	152°26'	152°34'	16595	8	Kodiak Island
Resurrection Bay/Seward	59°40'	60°08'	. 149°15'	149°40'	16682	14	Resurrection Bay
Illiaslk Passage	54°55'	55°15'	161°30'	162°10'	16549	8	Alaska Peninsula
Popof Strait	55°10'	55°30'	160°20'	160°40'	16553	8	Alaska Peninsula
King Cove/ Cold Bay	54°54'	55°17'	162°10'	162°44'	16549	8B	Alaska Peninsula
Chignik Bay	56°15'	56°30'	158°10'	158°30'	16566	8	Alaska Peninsula
Dutch Harbor/ Iliuliuk Bay	53°52'	53°55'	166°28'	166°34'	16529	14	Aleutian Islands
Captain's Bay	53°49'	53°53'	166°33'	166°37'	16530	8	Aleutian Islands
Akutan Bay	54°06'	54°15'	164°34'	165°50'	16531	8	Aleutian Islands
False Pass	54°45'	54°58'	163°25'	163°10'	16535	8	Aleutian Islands
Cordova/ Orca Bay	60°32'10'	60°38'	145°40'	145°50'	16710	8	Prince William Sound
Seal Rocks to Bligh Island	60°05'	60°51'	145°50'	147°30'	16700	14	Prince William Sound
Valdez Arm	60°50'	61°00	146°40'	147°19.5	16708	14	Prince Willam Sound
Port of Valdez	61°00'	61'08.5'	146°15'	146°51'	16707	14	Prince William Sound
Northwestern Passages	60°21.2'	60°53'	147°20'	148°28'	16705	8	Prince William Sound
Western Entrances	59°52'	60°22'	147°20'	148°20'	16701/16683	8A	Prince William Sound
Whittier/Passage canal	60°46'	60°50'	148°27	148°43'	16706	8	Prince William Sound

A. At least two of the eight round trips must be through Montague Strait and Elrington Passage.
B. At least two of the eight round trips must be into Cold Bay on vessels that are greater than 1600 GRT.
C. 25% of the total trips required must be completed while ice is present. This shall be noted on the trip verification sheet.

Please note: the minimum of 8 round trips is only for those who hold a deck officer, otherwise 12 round trips will be required if no other deck officer is held.

WESTERN ALASKA AND PRINCE WILLIAM SOUND PILOT TRIP VERIFICATION (EXAMPLE)

WARNING: Whoever in a matter within the jurisdiction of any department or agency of the U.S. knowingly and willfully falsifies, conceals or covers up by any trick, scheme or device a material fact, or makes any false, fictitious or fraudulent statement or representations, or makes or uses any false writing or document knowing the same to contain and false, fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisonment for not more than 5 years, or both (18 USC 1001).

PILOTS AND MASTERS NOTE: By signing this form, you are attesting that the applicant was on the bridge, observing the waterway, standing watch as crew or acting as pilot observer, and was not exceeding work/rest periods required by Federal Regulations.

Start Reference Points	Depart Date/Time	Dark	Vessel Name(s) & Official Number(s) Include barge for aggregate tonnage	US GT	Signature, Printed Name, & MMC Reference # of Pilot/Master
Rocky Point	24Aug01/0800	LV-Fog	UNIVERSE EXPLORER L123456789	22162	**John Doe** Master
Port of Valdez Terminal	24Aug01/1000				John Doe Ref # 01234567
Port of Valdez Terminal	24Aug01/2300	X	REGAL PRINCESS L987654321	69845	**Sandy Smith** Pilot
Rocky Point	25Aug01/0100				Sandy Smith Ref # 01234567

NOTE: Must be signed by Master (or other ships officer if trip performed as Master), Pilot, and applicant

Name: I. M. Mariner

Signature: I.M. MARINER

Route: Port of Valdez

Capacity: (Observer, Helmsman, Mate, Master, etc)

WESTERN ALASKA AND PRINCE WILLIAM SOUND PILOT TRIP VERIFICATION

WARNING: Whoever in a matter within the jurisdiction of any department or agency of the U.S. knowingly and willfully falsifies, conceals or covers up by any trick, scheme or device a material fact, or makes any false, fictitious or fraudulent statement or representations, or makes or uses any false writing or document knowing the same to contain and false, fictitious or fraudulent statement or entry, shall be fined not more than $10,000 or imprisonment for not more than 5 years, or both (18 USC 1001).

PILOTS AND MASTERS NOTE: By signing this form, you are attesting that the applicant was on the bridge, observing the waterway, standing watch as crew or acting as pilot observer, and was not exceeding work/rest periods required by Federal Regulations.

Start Reference Points	Depart Date/Time	Dark (or LV)	Vessel Name(s) &Official Number(s) Include barge for aggregate tonnage	US GRT	Signature, Printed Name, & USCG MMC Reference # of Pilot/Master

NOTE: Must be signed by either Master (or other ships officer if trip performed as Master) OR Pilot, and applicant.

Name: _____ Signature: _____

Route: _____ Capacity: _____

CHART EXAMINATION REQUIREMENTS

Each applicant will be provided a chartlet of each designated area for which they are approved to test. The chartlet will include only the shoreline of the designated area. From memory, each applicant must reproduce a nautical chart of the entire designated area depicted on the chartlet or within the designated boundary lines. To meet the testing requirements charts drawn by the applicant must include:

1. **Identification:**
   a. Applicant's name.
   b. Date.
   c. REC where examination was conducted.

2. **Compass Rose:**
   a. Magnetic variation.
   b. Year for which the variation is computed.
   c. Annual change.

3. **Soundings:**
   a. Indicate whether soundings are in feet, meters, or fathoms.
   b. Mark depth every two inches along each sounding curve.

4. **Geographic Features:**
   a. Indicate the names of significant features, including bodies of water.

5. **Bottom Features:**
   a. Color depths of less than 10 FT / 3 fathoms in **LIGHT BLUE**.
   b. Color areas that bare at mean low water **GREEN**.
   c. Color low-lying land areas near the shore **YELLOW**.
   d. Color prominent high land (greater than 1000') **GRAY**.
   e. Mark prominent bluffs and cliffs with **BLACK HATCHINGS**.
   f. Drying sands, flats at MLLW **LIGHT GREEN.**

6. **Cable Areas, Restricted Areas, and Anchorage Areas:**
   a. Indicate cable areas with dotted or waived **MAGENTA** lines.
   b. Indicate other areas (anchorage, restricted, disposal areas, etc.) with solid **BLACK** lines.

7. **Courses, Turning Points, and Turn Bearings:**
   a. Indicate courses commonly used by vessels 1600 GT and greater (not just those used by your current vessel).
   b. Indicate **ALL** courses used on the chartlet in **TRUE** or **MAGNETIC** degrees.
   c. Indicate **ALL** turning points with turn bearing and/or range.

8. **Aids to Navigation (ATON):**
   a. Place ATON in its present charted position using standard chart symbols. Consult Chart 1 for proper symbology.
   b. Identify each ATON by name or number, characteristics, height, range and any remarks on the light list sheet provided for testing.
   c. Mark any applicable light obscurities or danger zones as charted.

REC ANCHORAGE PILOTAGE GRADING SHEET

NAME_____ **CHART #** _____ **SAT/UNSAT**
DATE GRADED _____ **APPL ID #**_____ **MRN #** _____

CHART SKETCH (90% TO PASS)

	POINTS POSSIBLE	POINTS OFF
1. TRUE AND MAGNETIC NORTH	2	_____
2. MAG. VARIATION, YR. AND ANNUAL CHANGE	2	_____
3. GEOGRAPHIC FEATURE NAMES (LAND AND WATER)	2	_____
4. COURSES, TURNING POINTS, TURN BEARING AND TURN RANGES FOR ALL ROUTES COMMONLY USED BY VESSELS 1600 GT AND GREATER. MARK WATERS DEPTHS ALONG TRACK LINES INCLUDE ANY NAV. HAZARDS	9	_____
5. WATER DEPTH AT TWO INCH INTERVALS (Includes inside 10 Fathom Curve)	5	_____
6. WHETHER SOUNDINGS ARE IN FEET/METERS/FATHOMS	2	_____
7. 10 FATHOM CURVE / HARBOR CHARTS 3 FATHOM DETAIL - LIGHT BLUE	5	_____
8. COLOR AREAS THAT ARE BARE AT MEAN LOW WATER - GREEN	2	_____
9. COLOR LOW LAND MASSES – YELLOW	1	_____
10. COLOR HIGH LAND MASSES (GRAY) BLUFFS/CLIFFS- BLK HATCHINGS	2	_____
11. CABLE CROSSING AREA (MAGENTA DOTTED LINES)	2	_____
12. RESTRICTED / DISPOSAL AREAS/DANGER AREAS (SOLID BLACK LINES)	2	_____
13. ANCHORAGE AREAS	2	_____
14. DRYING SANDS, FLATS AT MLLW (COLOR LIGHT GREEN)	2	_____
15. VESSEL TRAFFIC SYSTEM LANES	10	_____
16. AIDS TO NAVIGATION * *	50	_____

NOTE: * * EACH AID IS WORTH 50 DIVIDED BY THE TOTAL NUMBER OF AIDS. ONE HALF CREDIT GIVEN FOR POSITION AND ONE HALF CREDIT FOR DETAIL. (Identify by name/number, characteristics include audible, color, height, light density, day marks, period of fog signal, colored sectors. Obscured/danger zones with solid green or black lines).

Route Description/Knowledge Exam **Pass / Fail**

RIGHTS OF RECONSIDERATION AND APPEAL

46 CFR 1.03-15: When requesting that a decision or action be reconsidered or reviewed, the request must be made within 30 days after the decision is rendered or the action taken. When making a formal appeal of a decision or action, the appeal must be submitted in writing and received by the authority to whom the appeal is required to be made within 30 days after the decision or action being appealed, or within 30 days after the last administrative action required. Upon written request and for good cause, the 30-day time limit may be extended by the authority to whom the appeal is required to be made. A formal appeal must contain a description of the decision or action being appealed and the appellant's reason(s) why the decision or action should be set aside or revised. While a request for reconsideration or review or a formal appeal is pending, the original decision or action remains in effect, unless otherwise stayed.

Appeals from Decisions or Actions of an OCMI
46 CFR 1.03-20: Any person directly affected by a decision or action of an OCMI may, after requesting reconsideration of the decision or action by the cognizant OCMI, make a formal appeal of the decision or action, via the office of the cognizant OCMI, to the District Commander of the district in which the office of the cognizant OCMI is located.

Appeals from Decisions or Actions of the National Maritime Center
46 CFR 1.03-40: Any person directly affected by a decision or action of an officer or employee of the National Maritime Center (NMC), may after requesting reconsideration of the decision or action by the NMC, make a formal appeal of that decision or action to the Director of Inspections and Compliance (CG-5PS). The decision of the Director of Inspections and Compliance (CG-5PS), on such an appeal will constitute final agency action.