

# PILOTAGE IN SOUTHERN CALIFORNIA

## Original/Endorsement



**Attached are all the forms and information you will need to apply for a Pilotage license/endorsement/renewal.**

**U.S. Coast Guard Regional Exam Center  
Los Angeles/Long Beach**  
1001 South Seaside Avenue Bldg. 20  
San Pedro, CA 90731  
(310) 732-2080

**Office Hours**

**M- Th, 8 – 11 AM and 12 – 3 PM**

**Friday 9 – 11 AM and 12 – 3 PM**

**Exam Room hours 7:30 – 11 AM and 12 – 3 PM, M - F**  
**Closed all Federal Holidays and last Friday of each month.**

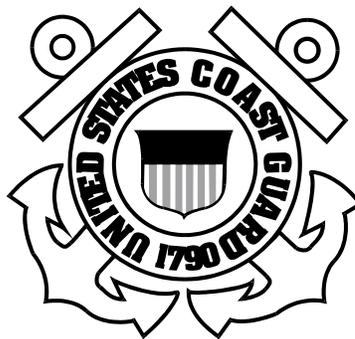
**Web Info**

[www.uscg.mil](http://www.uscg.mil) : Then hit the Licensing tab.

**Directions – See reverse side**

**NOTARIZATION POLICY:**

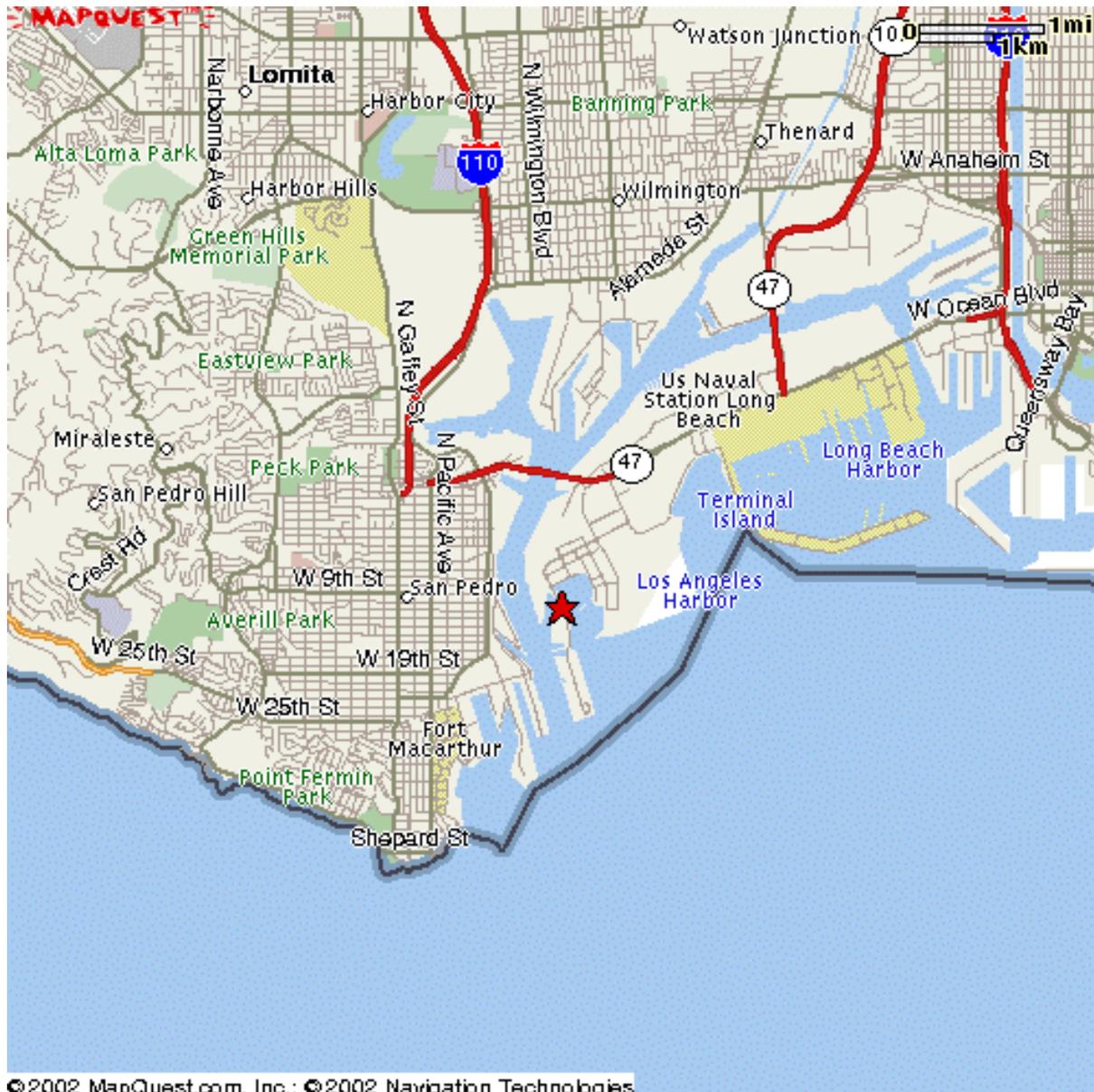
- **SEA SERVICE FORMS MUST BE NOTARIZED!**
- **COMPUTER GENERATED SEA SERVICE LETTERS MUST BE NOTARIZED!**
- **WE DO NOT ACCEPT NOTARIZED COPIES OF THE FOLLOWING:**
  - PASSPORTS
  - BIRTH CERTIFICATES
  - SOCIAL SECURITY CARDS
  - NATURALIZATION CERTIFICATES
  - COURSE COMPLETION CERTIFICATES.
- These originals must be presented to this office either through mail or in person!



## Directions

*From the South:* Take 5 North to 405 North, then take the 710 South, follow the signs for Terminal Island. Once on Terminal Island, take Ferry Street Exit, right side and follow the road. It will curve to the left becoming Earl Street. Turn right onto Terminal Way. Follow the road as it curves to the left turning into Seaside Avenue. Continue on Seaside Avenue until you go through the first gate. Once through this first gate, proceed on until you pass the INS detention center, the entrance onto the Coast Guard base will be on the right side.

*From the North:* Take 405 South, to the 110 South, to the Terminal Island/Vincent Thomas Bridge Exit. Then take the ferry street ramp. Right side and follow the road. Turn left at the stoplight, then right onto Terminal Way. Follow the road as it curves to the left turning into Seaside Avenue. Continue on Seaside Avenue until you go through the first gate. Once through this first gate, proceed on until you pass the INS detention center, the entrance onto the Coast Guard base will be on the right side.



## Application Checklist

Page numbers correspond to an explanation of the item. Items missing from your application WILL cause delays and may be returned to you without further processing until the missing items are completed.

1.  APPLICATION: Ensure that the ENTIRE application is completed where applicable. Ensure you sign National Driver Registry block on page 2 as well as the Certification block on page 3.
2.  USER FEES: The appropriate fee amount must be included with the application. Make check payable to "U.S. Coast Guard" and include your SS# on check. Also, if the check is from a company then the TAX ID Number MUST be included. Fees can also be paid with a Money Order or Credit Card.
3.  PILOTAGE TRIP SHEETS: Ensure completely filled out and signed by appropriate authority.
4.  PHYSICAL EXAMINATION: Form CG719K is required. All blocks must be completed where applicable. Make sure you sign the form.
5.  DRUG-FREE Certification: Results of SAMSHA Drug Test or Random Drug Testing letter.
6.  PROOF OF CITIZENSHIP: Birth Certificate or Passport. The name on the Proof of Citizenship MUST match your Social Security Card. This item is not required if you already have a U.S. Coast Guard issued License.
7.  SOCIAL SECURITY CARD: The name on the card MUST match your Proof of Citizenship. Not required if you already have a U.S. Coast Guard issued license.

ONLY ORIGINAL DOCUMENTS ARE ACCEPTABLE

Table of Contents

	Page
I. Introduction .....	6
II. Application.....	6
III. User Fees.....	7
IV. Physical Examination.....	7
V. Periodic Screening for Illegal Drugs.....	7
VI. Fingerprints.....	8
VII. Reissuance of an expired license.....	8
VIII. Pilotage Routes and Professional Requirements.....	9
IX. Examination Requirements.....	14
X. Enclosures	
a. Pilotage Trip Sheets (may be reproduced)	
b. Application	
c. Physical Examination Form	
d. Chemical Testing for Dangerous Drugs	
e. Credit card authorization form	

## SECTION I: INTRODUCTION

NOTE: PLEASE REVIEW THIS ENTIRE HANDOUT CAREFULLY; IT SHOULD CONTAIN ALL THE INFORMATION AND FORMS REQUIRED TO COMPLETE THE APPLICATION PROCESS. THE MAJORITY OF APPLICANTS THAT ARE DELAYED ARE A RESULT OF INSUFFICIENT DOCUMENTATION THAT COULD BE AVOIDED BY FOLLOWING THE DIRECTIONS CONTAINED IN THIS PACKET. THIS PACKAGE DESCRIBES THE REQUIREMENTS FOR AN ORIGINAL LICENSE OR ENDORSEMENT. FOR QUESTIONS ON RENEWALS, PLEASE REQUEST A RENEWAL PACKAGE.

Under the authority of Title 46 U.S. Code, the U.S. Coast Guard promulgates the requirements for the licensing of mariners. These requirements are found in Title 46 Code of Federal Regulations, Part 10. Each applicant for a pilots' license must meet qualifying requirements as to age, citizenship, physical condition, character, qualifying sea service, and specialized training. Licenses may contain restrictions as to tonnage or waters upon which service is authorized.

## SECTION II: APPLICATION (CG-719B)

An Application for a license as a First Class Pilot upon the waters of Southern California must be submitted on the form attached as enclosure (a). The application must be completely filled out. It should be either typed or neatly handwritten.

Section I is self-explanatory, however it must be filled out completely. No abbreviations may be used.

Section II is self-explanatory, but please be specific. Do not simply put LICENSE.

Section III must be filled out completely. This includes any and all past circumstances.

Section IV only applies for an original license.

Section V NDR portion is mandatory and the Mariner Tracking System is optional.

Section VI Certification section validates all the information you have provided is true to your best knowledge and is mandatory. The Oath must be completed only for an original license and must be done at this office.

Section VII – Section IX are for REC use only.

All licenses are valid for five years from the issue date and can be renewed up to 12 months prior to expiration. Once the license has expired you CAN NOT work on the authority of that license. You do have one year after the expiration to renew, but once again you CAN NOT work on the authority of that license.

### SECTION III. USER FEES

	<u>Evaluation</u>	<u>Examination</u>	<u>Issuance</u>	<u>Total</u>
Pilot's License	\$100.00	\$95.00	\$45.00	\$240.00
Pilotage Endorsement	\$50.00	\$45.00	\$45.00	\$140.00

Payment may be made by personal check, money order drawn from a U. S. institution and made out to: U. S. COAST GUARD, or by credit card (Visa or Master Card). Temporary checks and Traveler's checks are not acceptable.

### SECTION IV. PHYSICAL EXAMINATION (CG-719K)

All applicants must submit a physical examination on form CG-719K (Enclosure B) completed within one year preceding the date of application. The examination must be conducted by a license physician or physician assistant certifying that the applicant is in good health and has no physical impairment or medical condition, which would render him or her incompetent to perform the ordinary duties required by that credential. This certification must address visual acuity (both corrected and uncorrected vision), hearing, and general physical condition. If there is reason to believe that an applicant may not be able to person the duties required of the credential due to an existing medical condition, the applicant may be required to submit additional amplification that meets the requirements of the license originally applied for. CONTACT this office for questions on possibly disqualifying medical conditions. You must make sure that all blocks have been completed on the form, including your signature. Any incomplete blocks WIL delay your application.

### SECTION VI. PERIODIC SCREENING FOR ILLEGAL DRUGS

All applicants for a Coast Guard issued license, MMD, or COR will be required to test for illegal drugs. Applicants must provide satisfactory evidence that they have passed an appropriate drug test within six months of the date the application is submitted and that it was conducted in accordance with 49 CFR part 40. All tests, except those done for active duty military personnel, must be done by laboratories certified by the Substance Abuse and Mental Health Services Administration (SAMSHA), an agency of the Department of Health and Human Services (DHHS). The following are acceptable forms of evidence that the REC will accept:

1. A drug screen conducted within the last six months by a SAMHSA (formerly NIDA) approved laboratory stated on a standard REC/SAMHSA drug screen form (enclosed):
2. A letter on company stationary signed by an approved company official, stating that the applicant has passed a pre-employment test for dangerous drugs within the past six months, consortium cards are not accepted:
3. For military members, an original letter from the applicant's command, on command letterhead, stating that the applicant has been subjected to random drug testing and has never refused to participate in or failed a chemical drug test; OR
4. A letter on original marine related company stationary, signed by an approved company official, stating that during the previous 185 days, the applicant was subject to

an approved random drug testing program as required by 46 CFR 16.230 for at least 60 days and did not fail or refuse to participate in a chemical test for dangerous drugs.

## SECTION VII. FINGERPRINTS

All applicants seeking an original Merchant Mariner's Document are required to submit two sets of fingerprints. A Legal Instrument Examiner at our office must take fingerprints. Your fingerprints will be forwarded to the F.B.I. for verification of the information reported on your application. A record of all arrests and convictions will be returned to our office. If you have a criminal record and fail to reveal it on your application, you may be subject to criminal penalty. In addition, your Merchant Mariner's Document may be rendered null and void and you will be required to surrender it to the Coast Guard or you may be charged to appear at a formal hearing before a Coast Guard Administrative Law Judge. The most important point here is to tell the truth on your application. A criminal record does not necessarily mean that you will be denied an MMD, but a falsified application is automatic grounds for denial. Each application will be evaluated on a case-by-case basis.

All convictions, regardless of the court in which convicted and regardless of whether or not the conviction has been expunged, must be indicated on the application. DUI/DWI convictions are required to be reported. Please be ready to submit documentation of any offenses in the form of court records, copies of legal proceedings, or evidence of rehabilitation upon request.

## SECTION VIII. REISSUANCE OF AN EXPIRED LICENSE

If an applicant applies for a reissuance of a First Class Pilotage license and/or endorsement upon the waters of Southern California more than 12 months after expiration (beyond the grace period), in lieu of the requirements in section IV of this guide the applicant shall demonstrate continued professional knowledge by completing a course approved for this purpose or by passing the COMPLETE examination required for the original license.

## SECTION VIII. PILOTAGE ROUTES AND PROFESSIONAL REQUIREMENTS

### A. GENERAL INFORMATION

An applicant for an original First Class Pilot's license or for a Pilotage endorsement on an existing license must present satisfactory evidence of one of the following:

1. REQUIREMENTS FOR AN ORIGINAL PILOT. An applicant not possessing any prior license or an applicant holding license with no pilotage routes endorsed, is considered to be an Original Pilot and must comply with guidelines in 46 Code of Federal Regulations (CFR) Parts 10.701-10.713 in addition to appropriate local requirements as outlined below:

- (a) Twenty (20) round trips as Observer; and
- (b) Sea experience requirements:

- (i) Three years service in the deck department of ocean, coastwise, or lakes, bays and sounds steam and motor vessels, of which 18 months shall have been as Able Seaman or in a capacity equal to Able Seaman; at least one year shall have been on vessels operating on the class of waters where pilotage is desired standing regular watches at the wheel or in the pilothouse.

- (ii) Emphasis should be placed on documentation of service in the capacity in which the applicant served. Deckhand experience on towboats will not satisfy the requirement for service as a wheelman, quartermaster, able seaman, or equivalent unless actual wheelhouse time is documented. Regular watches at the wheel or in the pilothouse observing the navigation of the vessel are needed to satisfy this requirement.

- (iii) 90 day's of the required sea service must have been within the last three years immediately preceding the date of application.

- (c) EXCEPTION: an Original Pilot holding a license as Master or Mate of inspected vessels greater than 1600 gross tons must only meet the requirements in paragraph 2 below.

2. REQUIREMENTS FOR PILOTAGE ENDORSEMENT. An individual who already has a pilotage route on their license or an Original Pilot holding a license as Master or Mate of inspected vessels greater than 1600 gross tons must comply with 46 CFR 10.701-10.713 and the appropriate local trip requirements as outlined below. All trips must be completed on the bridge while observing the navigation of the vessel. At least 25% of the trips shall be made during periods of darkness.

- (a) Twelve (12) round trips while holding a license as Unlimited Master, Unlimited Chief Mate, Unlimited Second Mate, or Pilot.

- (b) Fifteen (15) round trips while holding a license as unlimited Third Mate.

- (c) All trips must be completed on the bridge while observing the navigation of the vessel.

NOTE 1: Pilotage endorsements are not made to the license of a mate or operator who has not reached the age of 21. However, applicants with the required service may be tested before they are 21.

NOTE 2: An applicant shall show three months service under the authority of his license within the three years immediately preceding the date of application for pilotage endorsement.

#### B. TRIP SPECIFICS AND RECENCY OF TRIPS

- (1) All trips must have been made within the five (5) years immediately preceding the date of application on vessels of greater than 1,600 gross tons. Up to 50% of the required round trips may be on tug and tow combinations with the remainder required on self-propelled vessels.
- (2) At least 50% of all trips must have been made within the three (3) years immediately preceding the date of application.
- (3) At least three (3) of the round trips must have been made within the year prior to the date of application and at least one (1) round trip within the six (6) months preceding that date.
- (4) At least 25% of the required round trips shall have been made at night. All night trips must have been completed within the past year.

#### C. DOCUMENTATION OF ROUND TRIPS

In order to assure receiving proper credit, round trips must be documented as outlined below [and copies of the enclosed trip sheet should be reproduced](#):

- (1) Applicants must submit satisfactory documentary proof of their experience from the Master / Chief Mate [and Pilot](#) of the vessel on which the trips were made. Such evidence shall attest to the date and time of each trip and shall state that the applicant was on the bridge assisting in and/or observing the navigation and handling of the vessel on the waters for which the endorsement or license is desired. It shall further state the name and gross tonnage of the vessel, and whether the trip was made in daylight or darkness. [The Master / Chief Mate and Pilot must sign, date; print their name and license number on the form. The date of the trip and signatures may not exceed a maximum of 30 days apart.](#)
- (2) The record of each trip shall specify pilotage from one specific point to another. Moving a vessel from one berth to another within a harbor will not be considered as qualifying experience for an Original Pilot, but will be allowed for subsequent pilotage endorsements or tonnage increases. Moving a vessel from a berth in one harbor to a berth in the other harbor will be acceptable evidence as qualifying experience (1/2 round trip each harbor). Moving a vessel from an anchorage to a berth will qualify as 1/2 round trip. Moving a vessel from the sea buoy to an anchorage will not be considered as qualifying experience.
- (3) The specified service shall be obtained on vessels of over 1,600 gross tons operating under their own power except that up to 50% of the required trips may be towing with a combined gross tonnage of the towing vessel and the vessel towed exceeding 1,600 gross tons.
- (4) For LA-LB harbors, moving a vessel from a berth in one harbor to a berth in another harbor will count as 1/2 round trip.
- (5) [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 hour and fatigue regulations in Title 46, CFR, Part 15, are complied with.](#)

#### D. TONNAGE STANDARDS

The license or endorsement will be limited to a gross tonnage commensurate with the applicant's experience. The following shall apply when service presented falls within the specified ranges. When computing tonnage for towing vessels the combined gross tonnage of the towing vessel and vessel towed will be considered. First Class Pilot and vessel towed will be considered. First Class Pilot endorsements will not be issued with tonnage limitations of 1,600 gross tons or less. Limitations will be issued as follows:

- (1) Service on vessels 1,600 - 10,000 gross tons: Pilot, 10,000 gross tons
- (2) Service on vessels 10,000 - 40,000 gross tons: Pilot, 40,000 gross tons
- (3) Service on vessels over 40,000 gross tons: Pilot, Unlimited gross tonnage

NOTE 1: An initial endorsement to a current license as Unlimited Master or Mate will be endorsed for unlimited tonnage if all of the qualifying trips have been on vessels of 40,000 gross tons or more.

NOTE 2: All original Pilot licenses will be limited to 10,000 gross tons regardless of the tonnage on which the qualifying service was obtained. EXCEPTION; this will not apply to Original Pilots holding a license as Master or Mate of inspected vessels greater than 1600 gross tons.

NOTE 3: The tonnage limitation assigned to Anaheim Bay Pilotage will be the same as the tonnage assigned to the applicant's LA/LB pilotage endorsement.

NOTE 4: No tonnage limitation will be assigned to Port Hueneme Pilotage if at least 25% of the required trips are obtained on vessels over 10,000 gross tons.

NOTE 5: To increase tonnage from 40,000 GT to any GT the 25% of incremental round trips in darkness are not required for San Diego Bay Pilotage.

#### E. REQUIREMENTS FOR REMOVING OR RAISING TONNAGE LIMITATIONS:

- (1) Additional round trips, in the amount equal to 1/2 that is required for an original pilot in this zone, are required over the area to be licensed.
- (2) All trips for additional tonnage increases must be within the ranges as specified in paragraph D from above in order to be endorsed for the limit shown thereafter.
- (3) Such written examination as the Officer in Charge, Marine Inspection may consider necessary to establish the applicant's proficiency.

#### F. KEEPING A PILOT'S LICENSE VALID

As per 46 Code of Federal Regulations Part 10.713, if a first class pilot has not served over a particular route within the past 60 months, that person's license or endorsement is invalid for that route, and remains invalid until the individual has made one re-familiarization round trip over that route. Whether this requirement is satisfied or not has no effect on the renewal of the license or endorsement. However, proof of this requirement must be produced upon inquiry and prior to operating under the authority of the pilot license or endorsement.

A pilot's license becomes invalid if the holder fails to meet:

- (1) Annual physical examination requirements as described in 46 CFR 10.709.
- (2) Current knowledge requirements as described in 46 CFR 10.713. This is generally one round trip over each pilotage route during the previous 60 months.

## G. RADAR OBSERVER

A radar observer endorsement may be renewed at any time. An applicant who desires to have their radar observer endorsement renewed when they obtain their Pilot's License must provide a current certificate of completion from an approved radar observer course. A license may be issued without a radar observer endorsement, but all deck license holders upon inspected vessels of 300 gross tons or over which are radar equipped, must hold a valid endorsement as radar observer.

## H. SPECIFIC PILOTAGE ROUTES

Licenses may be issued or endorsed for "First Class Pilot of (vessel type, gross tons)...for the following routes:

1. Los Angeles and Long Beach Harbors including San Pedro Bay and Approaches. "First Class Pilot of...(vessel type, gross tons)...Upon the waters of Los Angeles and Long Beach Harbors including San Pedro Bay and Approaches."
  - a. For a route including both harbors, at least 25% of the total number of required trips acquired in either harbor.
  - b. Approaches for LA-LB Harbors means "That portion of the precautionary area within the Territorial Sea between the termination of the traffic separation scheme and the harbor entrance."
2. Port Hueneme and Approaches. "First Class Pilot of...(vessel type, gross tons)...Upon the waters of Port Hueneme and Approaches."
  - a. No tonnage limitation will be assigned to Port Hueneme pilotage is at least 25% of the required trips are obtained on vessels over 10,000 gross tons.
  - b. Approaches for Port Hueneme means "That portion of the safety fairway within the Territorial Sea."
3. Anaheim Bay and Approaches. "First Class Pilot of...(vessel types, gross tons)... upon the waters of Anaheim Bay and Approaches."
  - a. This route will not be included in any endorsement obtained or renewed after 31 May 1979 unless specifically stated therein or files indicate that it was included in previous testing.
  - b. To obtain an initial endorsement for this route, an individual must have also applied for LA-LB pilotage or already have a license or endorsement for LA-LB. This requires five round trips on vessels of over 1600 gross tons into Anaheim Bay. At least one round trip must have been at night within the year previous to the date of application and this trip may be made on a vessel of any size.
  - c. The tonnage limitation will be the same as that assigned to the applicant's LA-LB pilotage.
  - d. Approaches for Anaheim Bay means the same portion as described for LA-LB harbors.
4. San Diego Bay  
Pilotage in San Diego Bay is divided into two zones:
  - 1) ZONE 1: (From Sea to the Coronado Bay Bridge).  
"First Class Pilot of. (vessel type, gross tons)...upon the waters of San Diego Bay and approaches to the San Diego-Coronado Bay Bridge."

a). For a route limited to the San Diego-Coronado Bay Bridge, all of the required round trips must have been from sea to at least the “B” Street Pier.

2) ZONE 2: (From Sea to any point beyond the Coronado-Bay Bridge)  
 “First Class Pilot of...(vessel type, gross tons)... Upon the waters of San Diego Bay and approaches”.

- a). For a route encompassing all of San Diego Bay, all of the required trips must have been from sea to any point beyond the Coronado-Bay Bridge.
- b). Or to qualify for a ZONE 2 route endorsement, applicants are required additional round trips from sea to any point beyond the Coronado Bay Bridge, in the amount equal to ½ that is required for the original license/endorsement. Round trips to remove and/or raise tonnage limitations may be combined with round trips to upgrade from a Zone 1 to Zone 2 endorsement.

5. Trip requirements for offshore moorings

Mooring Location	Level of License Currently Held*	Total Round Trips	Round Trips for Added Mooring	Night Round Trips	Round Trips (In the last 6 months)
ELLWOOD	A	12	2	1	1
	B	15	3	1	1
	C	20	4	1	1
EL SEGUNDO	A	12	4**	2	1
	B	15	6**	2	1
	C	20	8**	2	1
ENCINA	A	12	2	1	1
	B	15	3	1	1
	C	20	4	1	1
ESTERO BAY	A	12	2	2	1
	B	15	3	2	1
	C	20	4	2	1
GAVIOTA	A	12	2	2	1
	B	15	3	2	1
	C	20	4	2	1
HUNTINGTON BEACH	A	12	2	1	1
	B	15	3	1	1
	C	20	4	1	1
MANDALAY	A	12	2	1	1
	B	15	3	1	1
	C	20	4	1	1
SAN LUIS	A	12	2	1	1
OBISBO BAY	B	15	3	1	1
	C	20	4	1	1

\*License Level Codes:

- A. Unlimited Master, Chief Mate, or Pilot
- B. Unlimited Second/Third Mate, Limited Pilot
- C. All others

\*\* At least one (1) round trip of the required amount must be made into each of the two moorings at El Segundo.

NOTE 1: 100% of round trips in routes requiring navigation into a “multipoint offshore mooring” must include mooring and unmooring.

NOTE 2: Estero Bay. The endorsement for this route will read “Including the (Chevron/PG&E) Facility Mooring” depending on at which facility the applicant has met the above requirements. If at least 1/3 of the required trips have been completed at each facility, the endorsement will be for both. If an applicant has pilotage for either the mooring at the Chevron or PG&E facility only, then the additional facility may be obtained by completing at least one (1) additional round trips into the desired facility’s mooring.

## SECTION IX EXAMINATION REQUIREMENTS

Original Pilot candidates (Except a holder of a license as Master or Mate of inspected vessels greater than 1600 gross tons) must complete ALL of the following exams (1-6) (See note 1, below).

- 1) Deck General: 30 multiple-choice questions, topics such as Aids to Navigation, Charts, Nav. Publications, and Restricted Visibility Navigation. Passing score: 70%
- 2) Navigation General: 30 multiple-choice questions, topics such as Aids to Navigation, Charts and Nav. Publications. Passing score: 70%
- 3) Navigation Problems: 20 multiple-choice questions. Passing score: 90%
- 4) Rules of the Road: 50 multiple-choice questions, Passing score: 90%. Not required if already passed within one year of the date tested.
- 5) Local Knowledge: 20 essay type questions, topics such as Pilot Rules applicable to route, Federal Regulations, and marine casualties. Passing score: 90%
- 6) Chart Sketch. The following information shall be included as a minimum:
  - a. Show courses and distances of each range or reach.
  - b. Show widths and depths of channels.
  - c. Show depths of outside channels at various intervals as well as in anchorages.
  - d. Indicate whether depths are in feet or fathoms, and from what reference plane they are measured.
  - e. Show all anchorages, indicating limits and depths.
  - f. Show all pipelines and cable areas.
  - g. Show all Aids to navigation and their identifying characteristics. The Aids to Navigation as contained in the Light List are listed with the number, name, location, range, height above water or ground, structural description and any remarks as applicable for each aid.
  - h. Locate and label landmarks usable for navigation.
  - i. Indicate horizontal and vertical clearances of all bridges, if applicable.
  - j. Indicate Ferry or Seaplane areas, if applicable.
  - k. Include all important NOTES and WARINGS, which appear on the chart.

1. Indicate the boundary line between the high seas and inland waters.

NOTE 1: Candidates testing for pilotage endorsement or Original Pilots who hold a license as Master or Mate of inspected vessels greater than 1600 gross tons need only complete exams (4-6) above.

NOTE 2: For offshore mooring candidates, a General Knowledge exam is in addition to the others, passing score 90%.

**DOCUMENTATION OF REQUIRED PILOTAGE TRIP**

Harbor/Mooring: \_\_\_\_\_

Date of Trip: \_\_\_\_\_

To Whom It May Concern:

This will certify that \_\_\_\_\_

Acted as Pilot Observer aboard the vessel \_\_\_\_\_

Of \_\_\_\_\_ Gross Tons, Official Number / VIN \_\_\_\_\_

Proceeding from \_\_\_\_\_ to \_\_\_\_\_

Between the hours of \_\_\_\_\_ and \_\_\_\_\_ on the

above date. Draft \_\_\_\_\_

During this trip he/she was under my instruction and guidance continuously on the navigating the bridge of the vessel, studying the waters, Aids to Navigation, methods of ship handling with and/or without tugs, and the Rules and Regulations governing the harbors for which he/she tends to qualify for Pilotage.

(CHECK ONE)

DAYLIGHT

DARKNESS

.....  
This is to certify that the referenced person was aboard this vessel as indicated above.

\_\_\_\_\_  
(Pilot Signature)      Date Signed      (Pilot Print Name)      License Number

\_\_\_\_\_  
(Master/Chief Mate Signature)      Date Signed      (Master/Chief Mate Print Name)      License Number

Whoever, in any manner within the jurisdiction of any department or agency of the United States, knowingly and willfully falsifies, conceals or covers up by any trick, scheme, or device a material fact, or makes any false, fictitious or fraudulent statements or representations, or makes or uses any false writing or document knowing the same to contain any false, fictitious or fraudulent statements or entry, violates the U.S. Criminal Code at Title 18 U.S.C. 1001 which subjects the violator to Federal prosecution and possible incarceration, fine or both.

NOTE: All trip letters require signatures, dates and printed names by the Licensed Pilot and Master/Chief Mate of the Vessel.