

ORIGINAL



STATE OF WASHINGTON

BOARD OF PILOTAGE COMMISSIONERS

2901 Third Avenue, Suite 500 | Seattle, Washington 98121 | (206) 515-3904 | www.pilotage.wa.gov

TRAINING PROGRAM REQUIREMENTS – EXHIBIT A Captain Michael

SECTION 1: INITIAL OBSERVATION ASSIGNMENTS

Complete all these assignments prior to any other.

5 Required Observations

Use these assignments to become familiar with the routes. You are not to do any piloting, only observe and ask questions. Trips taken in this initial observation phase do not count towards requirements in *Sections 2 or 3*.

Take these requirements onboard any vessel with any pilot and at any time:

- 1 each Between the Port Angeles Pilot Station and the ports of:
Ferndale, Anacortes, Everett, Seattle, and Tacoma.

SECTION 2: INITIAL ROUTE - TACOMA

20 Observation Requirements

Make the required observations in this section:

- Onboard any vessel, with any pilot, and at any time
- Make an equal number of inbound and outbound transits/trips
- Between the Port Angeles Pilot Station (PS), PA Harbor berths or anchorage and Tacoma berths or anchorage
- At least 3 of these 20 with TEC, designated TEC, or former TEC pilots
- Make 2 of these trips during hours of darkness (50% of each trip must be during darkness to qualify)
- To the extent possible, a balance of trips should be made to: Sitcum, Blair, Hylebos Waterways, or Temco Grain, or anchor

Prioritize completing all the requirements in the Initial Route, *Section 2*, before beginning observations in *Section 3*. Trips taken in this initial route phase do not count towards requirements in *Section 3*. You have priority over other trainees for any trips to/from the

Initial your acceptance 

areas specified in this *Section (2)*. In the absence of available "Initial Route" trips required in this *Section (2)*, you may make other "Observation Trips" for other routes/ports from *Section 3* as long as none of the available trips required by this *Section (2)* are missed. Please make the TEC and the office aware if this situation arises.

It must be reported at the end of the initial route if you could not observe with three TEC members. If that occurs, early trips in *Section 3* must be made with TEC members to satisfy the requirement. Trips with the TEC must be to/from the station (long haul).

The TEC will confirm that you have satisfied the requirements found in WAC 363-116-078(5). Specifically, all observation requirements and passing of the associated conning quiz for the assigned initial route must be completed in order to progress to *Section 3*. The related local knowledge exam must be successfully passed within the timeframe specified in WAC 363-116-078(5)(b). Please make yourself aware of these requirements.

Passing grades for conning quizzes and local knowledge exams are 80% and 85%, respectively. These quizzes/exams can be repeated as necessary, provided that they may not be taken more than once in any seven-day period and are passed within the specified timeframe.

SECTION 3: SHIPHANDLING Requirements

Training trip requirements

- Pilots must have been licensed for over 6 months, and have undergone any specialized training as required in WAC 363-116-078(12). This applies to both Training and Evaluation requirements.
- At least 10% of training trips are to be with TEC pilot members and should be spread as evenly as possible over the duration of your Training Program.
- On any route/port: Less than 60,000 GT for first 35% of required training trips.
- Training trips on ATBs are allowed after 75% of required training trips are made with exception of hard-to-get trips, where ATB's are allowed at any time.
- At least 25% of the trips are to be during hours of darkness (50% of each trip must be during darkness to qualify).
- A balance of inbound and outbound transits/trips in each category is desired, unless otherwise indicated.
- A variety of berths and anchorages are desired where choices exist.

Optional Observation trips of choice (route/port) during Training Phase

- 6 Observation trips, to or from a route/port of your choice, may be taken during the Training phase, but are not mandatory.

Mandatory Training trips of choice (route/port) during Training Phase

- 16 Mandatory training trips, to or from a route/port of your choice, that do not conflict with any mandatory trips of other trainees. At least two of the 16 must be with a TEC pilot, and all trips must be taken before entering the Evaluation phase.

Optional Training trips of choice (route/port) during Training or Evaluation Phase

- 16 Optional training trips, to or from a route/port of your choice, that do not conflict with any trips of other trainees.

Evaluation Phase requirements with licensed pilots meeting the specifics in the first bullet above, will occur after you have completed all the available required Observation and Training requirements. On Evaluation requirements, you will be expected to do all the work with no input from the licensed pilot.

Mandatory Observation trips of choice during Evaluation Phase.

- 3 Mandatory observation trips to or from a route/port of your choice must be taken in the Evaluation phase of your program.

Please refer to the detailed explanation of the distinct nature of Observation, Training and Evaluation requirements that you will find on page 4 of the Training Program Agreement.

TUG OBSERVATION TRIPS

The tug observation trips shown below should be spread throughout your Training Program so that your understanding and appreciation of the tugs' capabilities increases with your growing competence and understanding of shiphandling skills. While the TEC and BPC generally suggest that you make the Seattle and Tacoma tug trips early and the tanker escort tug trips later in your Training Program, if you believe you would be better off using a different sequence, you should discuss your ideas with the TEC.

No more than two trainees should schedule time on each individual tug observation.

Ship assist tug observation - all onboard ship assist tugs while engaged in ship assist operations.

- 3 Hylebos: 1 - Bow tug in the turning basin
1 - Stern tug in the turning basin
1 - Outbound, Schnitzer, bow tug
- 2 Blair: 1 - Using turning basin for car ship, Bow tug
1 - Stern tug inbound for dock south of 11th Street
- 4 Duwamish: 1 - Bow tug, ship stern first
1 - Stern tug, ship stern first
1 - Bow tug, ship bow first
1 - Stern tug, ship bow first
- 1 Everett: 1 - Tug (Conventional) inbound
- 1 Olympia: 1 - Tug (Conventional) inbound, stern tug for starboard side berthing.

Tractor-type Tanker escort observation- all onboard tractor-type tanker escort tugs while engaged in tanker escort operations:

- 1 Between Buoy "R" and Ferndale, to a berth or anchorage where tethering is customary in Rosario
- 1 From a Ferndale or Cherry Point Berth to an Anacortes dock or anchorage through Saddlebags

MAIN CHANNEL ROUTES

Observation Requirements (Main Channel)

- 6 Port Angeles to or from Buoy "TC"
- 2 Buoy "T" to or from Pt. Defiance/Dalco Pass via Colvos (West) Pass
- 4 Port Angeles to or from Buoy C via Rosario Strait
- 1 Haro Strait, Lime Kiln Light/Discovery Island to or from Patos Island
- 1 Port Angeles to or from Lime Kiln Light/ Discovery Island

Note: By agreement with the BC Coast Pilots, on a dual pilot assignment a change of pilots usually takes place at Lime Kiln Light. On such an assignment, the trainee if not engaged in training with a Puget Sound Pilot, is expected to be on the bridge to observe the section of this route being piloted by the BC Coast Pilot.

- 1 Lime Kiln Light to or from Buoy SA
- 2 Port north to or from port south via route east of Smith Island
- 1 Patos Island to or from Buoy C or Ferndale (south or north of Alden Bank)
- 1 Bellingham Channel

Training Requirements (Main Channel)

Over the course of your Training Program, you will be expected to demonstrate familiarity with Main Channel Routes by documenting a minimum number of training assignments over main channel routes listed below:

- 12 Port Angeles to or from Buoy "TC"
- 2 Buoy "T" to or from Pt. Defiance/Dalco Pass via Colvos (West) Pass
- 4 Port Angeles to or from Buoy C via Rosario Strait
- 1 Haro Strait, Lime Kiln Light/Discovery Island to or from Patos Island

Note: By agreement with the BC Coast Pilots, on a dual pilot assignment a change of pilots usually takes place at Lime Kiln Light. On such an assignment, the trainee if not engaged in training with a Puget Sound Pilot, is expected to be on the bridge to observe the section of this route being piloted by the BC Coast Pilot.

- 1 Port Angeles to or from Lime Kiln Light/ Discovery Island
- 1 Lime Kiln Light to or from Buoy SA
- 2 Port north to or from port south via route east of Smith Island
- 1 Patos Island to or from Buoy C or Ferndale (south or north of Alden Bank)
- 1 Bellingham Channel

Evaluation Requirements (Main Channel)

- 6 Port Angeles to or from Buoy "TC"
- 2 Buoy "T" to or from Pt. Defiance/Dalco Pass via Colvos (West) Pass
- 4 Port Angeles to or from Buoy C via Rosario Strait
- 1 Haro Strait, Lime Kiln Light/Discovery Island to or from Patos Island

Note: By agreement with the BC Coast Pilots, on a dual pilot assignment a change of pilots usually takes place at Lime Kiln Light. On such an assignment, the trainee if not engaged in training with a Puget Sound Pilot, is expected to be on the bridge to observe the section of this route being piloted by the BC Coast Pilot.

- 1 Lime Kiln Light to or from Buoy SA
- 1 Port north to or from port south via route east of Smith Island
- 1 Patos Island to or from Buoy C or Ferndale (south or north of Alden Bank)
- 1 Bellingham Channel

PORTS - APPROACHES, BERTHS and ANCHORAGES

ANACORTES

Observation Requirements (ANA)

- 6 Between Port Angeles Boarding Station or Port Angeles Harbor, berths or anchorage to or from Anacortes berths or anchorages; of these, one must be inside berth departure, one must be inside berth docking, and one must be to Vendovi Island anchorage.

For this route in the training and evaluation phases, recommend level 3 ships or below until 50% completed.

Training Requirements (ANA)

In fulfilling these training trip requirements for Anacortes, at least 2 of the below trips must include the route to or from Shannon Point to or from Cap Sante via Guemes Channel, and at least 2 of the trips below must include the route to or from Vendovi Island to or from Padilla Bay via the Saddlebag Island route.

- 1 To or from Curtis Wharf or Port Dock, Berth 1 or 2
- 1 To Port Dock, Berth 1 or 2
- 3 To or from Anacortes anchorages, of which one must be to Vendovi anchorage
- 2 To or from Shell or Tesoro (Marathon) Refinery Wharf outside berths
- 2 To or from Shell or Tesoro (Marathon) Refinery Wharf inside berths

Evaluation Requirements (ANA)

In fulfilling these evaluation trip requirements for Anacortes, at least 2 of the below trips must include the route to or from Shannon Point to or from Cap Sante via Guemes Channel, and at least 2 of the trips below must include the route to or from Vendovi Island to or from Padilla Bay via the Saddlebag Island route.

- 1 To or from Curtis Wharf or Port Dock 1 or 2 berths
- 1 To Port Dock, Berth 1 or 2
- 2 To or from Anacortes anchorages
- 2 To or from Shell or Tesoro Refinery Wharf outside berths
- 1 To or from Shell or Tesoro Refinery Wharf inside berths

BELLINGHAM

Observation Requirements (BEL)

In the absence of piloted vessels on this route/port, observation trips may be made on vessels of at least 150GT.

- 4 Between Shannon Point, Vendovi Island, or Buoy "C" and Bellingham berths or anchorages with an equal number of inbound and outbound trips.

Training Requirements (BEL)

In fulfilling the training trip requirements for Bellingham, all of the below trips must include the route between Eliza Island and Bellingham. Based upon traffic volume and/or number of people in the training program, substitutions for training requirements may be authorized by the TEC before entering the Evaluation phase.

- 2 To or from Bellingham Cold Storage berth (Squalicum Creek Waterway)
- 1 To or from Whatcom Waterway or Fairhaven Terminal berths, or Bellingham anchorage

Evaluation Requirements (BEL)

In fulfilling the evaluation trip requirements for Bellingham, all of the below trips must include the route between Eliza Island and Bellingham. To get credit for an evaluation trip, you must conn the vessel.

- 2 To or from Bellingham Cold Storage berth (Squalicum Creek Waterway)
- 1 To or from Whatcom Waterway or Fairhaven Terminal berths, or Bellingham anchorage

EVERETT

Observation Requirements (EVE)

- 6 Between Main Ship Channel and Everett berths or anchorage with an equal number of inbound and outbound trips, of which one must be inbound Terminal 1 or 3, and one must be outbound Terminal 1 or 3.

Training Requirements (EVE)

- 8 Trips Between Buoy "SE" or Buoy "SF" and Everett Harbor berths or anchorages with an equal number of inbound and outbound trips, of which one must be inbound Terminal 1 or 3, and one must be outbound Terminal 1 or 3.

Evaluation Requirements (EVE)

- 8 Between Buoy "SE" or Buoy "SF" and Everett Harbor berths or anchorages with an equal number of inbound and outbound trips, of which one must be inbound Terminal 1 or 3, and one must be outbound Terminal 1 or 3.

FERNDALE (Includes berths at Cherry Point and Intalco)

Observation Requirements (FER)

- 4 Between Port Angeles Boarding Station or Port Angeles Harbor berths or anchorage to Ferndale berths or anchorage with an equal number of inbound and outbound trips.

Training Requirements (FER)

In fulfilling these training trip requirements for Ferndale, at least 7 of the below trips must include the route to or from either Buoy C or Patos Island/Point Roberts to or from the berths.

- 2 To Phillips Refinery Wharf berths (2 arrivals)
- 2 To Intalco berth (2 arrivals)
- 2 BP Refinery Wharf south berth (1 arrival, 1 departure)
- 2 BP Refinery Wharf north berth (1 arrival, 1 departure)

Evaluation Requirements (FER)

In fulfilling these evaluation trip requirements for Ferndale, must include the route to or from either Buoy C or Patos Island/Point Roberts to or from the berths.

- 1 To Phillips Refinery Wharf berths (1 arrival)
- 2 To Intalco berth (2 arrivals)
- 2 BP Refinery Wharf south berth (1 arrival and 1 departure)
- 2 BP Refinery Wharf north berth (2 arrivals)

MANCHESTER

Observation Requirements (MAN)

- 2 Between Main Ship Channel and Manchester Fuel Depot.

Training Requirements (MAN)

- 2 Buoy "T" to or from Manchester Fuel Depot Wharf

Evaluation Requirements (MAN)

- 2 Buoy "T" to or from Manchester Fuel Depot Wharf

OLYMPIA

Observation Requirements (OLY)

- 6 Main Ship Channel between Pt. Defiance and Olympia berths or anchorages, of which 3 must be inbound and 3 must be outbound.

Training Requirements (OLY)

- 6 Between Pt. Defiance and Olympia berths or Budd Inlet anchorage, of which 3 must be inbound and 3 must be outbound

Evaluation Requirements (OLY)

- 4 Between Pt. Defiance and Olympia berths or Budd Inlet anchorage

POINT WELLS

Observation Requirements (PW)

- 1 To Point Wells from anywhere.

Training Requirements (PW)

- 1 To Point Wells from anywhere

PORT ANGELES

Observation Requirements (PA)

- 4 Between Port Angeles Boarding Station and Port Angeles Harbor (2 inbound and 2 outbound), of which two must be to or from the berths in Port Angeles Harbor

Training Requirements (PA)

- 4 Port Angeles berths (2 inbound and 2 outbound)
- 4 Port Angeles anchorages (2 inbound and 2 outbound), of which one each (in/out) must be without tethered escort

Evaluation Requirements (PA)

- 4 Port Angeles berths (2 inbound and 2 outbound)
- 4 Port Angeles anchorages (2 inbound and 2 outbound), of which one each (in/out) must be without tethered escort.

PORT TOWNSEND

Observation Requirements (PT)

- 1 Between Main Ship Channel and any berth in Port Townsend

Training Requirements (PT)

- 1 Pt. Wilson/Marrowstone Point to or from Port Townsend terminals, berths or anchorages

Evaluation Requirements (PT)

- 1 Pt. Wilson/Marrowstone Point to or from Port Townsend terminals, berths or anchorages



SEATTLE SHILSHOLE – Lake Washington Ship Canal

Observation Requirements (LWSC)

- 2 Between Shilshole Entrance to Lake Union or beyond on vessels acceptable to the CG for acquiring trips for federal Pilotage requirements.

Training Requirements (LWSC)

- 1 Shilshole Entrance to or from a location east of the Fremont Bridge
- 1 Shilshole Entrance to or from a location west of the Fremont Bridge

SEATTLE

Observation Requirements (SEA)

- 6 Between Main Ship Channel and Seattle berths or anchorages with an equal number of inbound and outbound trips.
- 4 To or from Duwamish Waterway berths upstream from the Spokane St. Bridge, 2 trips inbound and 2 trips outbound, of which 2 must be stern first, loaded through the bridge.

Training Requirements (SEA)

In fulfilling these training trip requirements for Seattle, at least **10** of the below trips must include the Seattle Harbor arrival/departure route from Buoy "SG".

- 2 To Smith Cove or Elliott Bay anchorages
- 1 To or from berths at Terminal 90/91
- 2 To or from berths at Terminal 86
- 1 To or from berths at Elliott Bay Marina, Pier 66, Pier 36, Pier 15 or Vigor Shipyard

- 4 To or from East Waterway berths at Terminals 18, 20, 25, or 30
- 3 To or from West Waterway berths at Terminal 5 or BP
- 6 To or from Duwamish Waterway berths upstream from the Spokane Street Bridge, of which 2 must be stern first, loaded through the bridge.

Evaluation Requirements (SEA)

In fulfilling these evaluation trip requirements for Seattle, at least **10** of the below trips must include the Seattle Harbor arrival/departure route from Buoy "SG".

- 3 To Smith Cove or Elliott Bay anchorages
- 1 To or from berths at Terminal 90/91
- 2 To or from berths at Terminal 86
- 1 To or from berths at Elliott Bay Marina, Pier 66, Pier 36, Pier 15, or Vigor Shipyard

- 4 To or from East Waterway berths at Terminals 18, 20, 25, or 30
- 3 To or from West Waterway berths at Terminal 5 or BP
- 6 To or from Duwamish Waterway berths upstream from the Spokane Street Bridge, of which 2 must be stern first, loaded through the bridge.

TACOMA

Observation Requirements (TAC)

- 6 Between Main Ship Channel and Tacoma berths or anchorages with an equal number of inbound and outbound trips.
- 4 To/from Hylebos Waterway above the 11th Street Bridge, 2 trips inbound and 2 trips outbound.

Training Requirements (TAC)

In fulfilling these training trip requirements for Tacoma, at least 8 of the below trips must include the Tacoma Harbor arrival/departure route from Buoy "TC" or the Point Defiance/Colvos Pass area.

- 2 To Commencement Bay anchorage
- 1 To Commencement Bay berths (Sperry, Temco, Piers 23 or 24)
- 1 From Commencement Bay berths (Sperry, Temco, Piers 23 or 24)
- 4 To or from Hylebos Waterway berths; all of these trips must be SE of the 11th Street Bridge, two in, two out. All **inbound** Hylebos must be as 2nd pilot when 2nd pilot is assigned.
- 3 To or from Blair Waterway berths; at least 2 of these trips must be SE of the 11th Street constriction. One car ship must use the turning basin to reciprocate the channel azimuth in order to transit waterway.
- 3 Sitcum Waterway berths

Evaluation Requirements (TAC)

In fulfilling these evaluation trip requirements for Tacoma, at least 8 of the below trips must include the Tacoma harbor arrival/departure route from Buoy "TC" or the Point Defiance/Colvos Pass area.

- 2 To Commencement Bay anchorage
- 2 To (1) and from (1) Commencement Bay berths (Sperry, Temco, Piers 23 or 24)
- 4 To or from Hylebos Waterway berths; all of these trips must be SE of the 11th Street Bridge. All **inbound** Hylebos must be as 2nd pilot when 2nd pilot assigned.
- 3 To or from Blair Waterway berths; at least 2 of these trips must be SE of the 11th Street constriction. One car ship must use the turning basin to reciprocate the channel azimuth in order to transit waterway.
- 2 Sitcum Waterway berths

UNUSUAL AREAS OR TERMINALS

There are no trip requirements to or from Bremerton or a Seattle drydock. These trips happen infrequently. Should one of these transits occur during your training period, you are strongly urged to take advantage of it.

Enclosures:

- USCG First Class Pilot requirements – Puget Sound
- Training Program Trip Report (TPTR) blank
- List of Board Approved Training Pilots
- Trip Requirements Matrix