

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 deadweight 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.

The State of Alaska has established the following boundaries for inside waters of Alaska:

(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 Kumhun;

(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 Diomed 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.

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 the 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) (see pilot boarding stations or pickup points which follows in this chapter);

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

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