



STATE OF WASHINGTON
BOARD OF PILOTAGE COMMISSIONERS

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Washington State Pilotage - FAQs

When is the next exam?

An exact date has not yet been scheduled, however we anticipate that it will be early 2021. The last Washington State Marine Pilot Exam was held November 5, 2018.

Where is the exam?

The Washington State Marine Pilot Exams are held in Seattle, WA.

What is the exam process?

The exam process involves submitting the application with required attachments, meeting the qualifications to take the exam, taking a written exam, and participating in a simulator evaluation.

The first step in the exam process is make sure you qualify. Check out the exam page on our website at <http://pilotage.wa.gov/exam-information.html>. Here you will find links to WAC 363-116-0751 Qualifications for Pilot Applicants and other pertinent information.

The next step is application. The application package is available on our website 4-6 months before the exam. You can also contact the Board office for a copy at either (206) 515-3904 or PilotageInfo@wsdot.wa.gov.

If the Board determines that you are qualified, based on [WAC 363-116-0751](http://wac.wa.gov/363-116-0751), then you will be scheduled to sit for the written exam. The exam is 150 multiple choice questions and is proctored by the Board's exam consultant. The Board will set a cut score after the written exam under the guidance of the exam consultant. If you score above the cut, you will move on to the simulator evaluation phase of the exam

The simulator evaluation typically takes place at Pacific Maritime Institute (PMI) in Seattle. The Board will set the cut score for the simulator evaluation under the guidance of the exam consultant. If you score above the cut, you will be placed, by rank, on a list to be called into the training program for the district you selected when a position becomes available.

If you are not successful, you are encouraged to apply for the next exam. The Board must hold an exam no more than four years after the previous exam was given.

Where to get materials to study?

The Board will post an exam [reference materials](#) list on our website 4-6 months before the exam. Applicants are encouraged to form study groups!

Are the exam questions public information?

No. The exam questions are confidential.

How much does it cost to take the exam?

Exam costs vary from year to year. Costs for the 2018 exam are broken down as follows: \$400 for the application, \$1,500 for the written exam, and \$2,000 for the simulator evaluation.

Do you need pilotage in the area in order to take the exam?

No. While it's a good idea to get as much federal pilotage as you can before the training program, you don't need any to qualify for the exam. Most trainees get their federal pilotage while they are training.

How is the exam graded?

The test is developed, administered, and graded by a professional exam psychometrician. The Board sets the cut score for both the written exam ([WAC 363-116-076](#)) and simulator evaluation ([WAC 363-116-077](#)) under the guidance of the exam consultant.

Is there a maximum age to take the pilot exam or to become a pilot?

Per [RCW 88.16.090](#) the minimum age to be licensed is 25 and the maximum age is 70.

How many pilot trainees do you anticipate accepting into the program?

There is no set number. The test results and cut score dictate how many there will be. As a reference, 16 successful candidates were called into the training program from the 2012 trainee waiting list. So far, 8 from the 2016 trainee waiting list have been called into the training program.

What is the process to become a pilot after you pass the exam and make it into the training program?

The training program consists of 3 phases: Observation, Training, and Evaluation. Each phase consists of roughly 100 trips. In addition to the trips, there are local knowledge and conning quizzes that must be taken for each route. These quizzes are done in the BPC office.

To be eligible for licensing, a trainee must: complete the conning quizzes and local knowledge exams, successfully complete the 3 phases of the training program (Observation, Training, and Evaluation), attend Portable Piloting Unit (PPU) training, and must have all necessary federal pilotage endorsements on their Master Mariner Credential (MMC). Other requirements for licensing can be found in [WAC 363-116-080](#).

How long is the training period?

Trainees have up to 36 months to complete the program. However, the average completion time is usually around 18-24 months.

What is the schedule while in the training period?

To earn a full stipend, trainees must take 18 trips during any given month. The trips are selected and arranged by the trainees, and are scheduled at the trainees' discretion as long as they are following the State's [rest rules](#) and additional rest rules, if any, for the particular pilotage district they are training in.

Is it feasible to hold a second job while training?

While receiving a stipend from the BPC, trainees are not allowed to hold other employment. Please contact the BPC for more information.

What is the compensation as a trainee?

Trainees receive a monthly stipend of up to \$6,000. For additional information regarding the stipend, please review the [Policy Statement](#) found on our website.

What is the compensation as a pilot?

There are two different districts in Washington State: Puget Sound and Grays Harbor. Pilots in the Puget Sound Pilotage District are members of Puget Sound Pilots, an association of independent contractors. Pilots in the Grays Harbor Pilotage District are employees of the Port of Grays Harbor. Compensation for each district is different. The BPC's [Annual Reports](#) are a good resource for compensation information in each district.

What is the difference between the Board of Pilotage Commissioners (BPC), Puget Sound Pilots (PSP) and Port of Grays Harbor Pilots (PGH)?

The role of each entity is commonly confused. The BPC is a state agency which provides regulatory oversight of pilotage in Washington State. The BPC proposes legislation, adopts rules and enforces adherence to the Pilotage Act, trains and licenses marine pilots, reports and investigates incidents, and grants exemptions to qualified vessels from pilotage.

PSP and PGH provide efficient pilotage services, which includes safely and independently pilot vessels, dispatch pilots, operate pilot boats, administer benefits and retirement packages, provide tariff billing, revenue collection, and pilot boat expenses, and coordinate continuing education for pilots.

What is the schedule while working as a pilot?

In the Puget Sound Pilotage District, pilots work 2 weeks on, 2 weeks off. In the Grays Harbor Pilotage District, pilots currently work 1 month on, 1 month off.

Does the program support diversity?

ABSOLUTELY! We have a non-discriminatory open application exam process. The BPC, in partnership with Puget Sound Pilots, established the Joint Diversity Committee in 2016 which has established connections with multiple women's maritime organizations. The committee examines barriers for women and ethnic minorities in the maritime industry, and looks for ways to increase pathways and exposure for those groups. The training program went through psychometric enhancements and validation in 2017 ensuring that all trainees receive the same opportunity to reach the same level of knowledge and expertise.

What is the Puget Sound's safety record?

Former USCG Commander, Captain Joe Raymond, Sector Puget Sound, offered the following comments regarding our region:

“When I first came here four years ago, I asked my staff to pull the safety stats and compare us to the other big ports around the country; New York, Houston, Galveston, New Orleans, LA Long Beach, San Francisco. The differences are really stunning. I will say, without hesitation, that Puget Sound is the safest large port in the country. And that’s something to be very proud of.” – Captain Joe Raymond, January 19, 2017