

The form must be attached to the pilot licence application or the PEC licence application.

Certificate	Applicant _____ Date _____
	Fairway or VTS area _____
	Examiner _____
Operational limits according to the pilotage plan	Wind _____
	Visibility _____
	Others _____
Vessel and conditions during examination	Vessel _____
	Draught bow _____ Draught stern _____
	Other _____
	Visibility _____ Wind _____ Open water/ice conditions _____ Waterlevel _____
	Other traffic in the fairway _____
	Other crossing traffic _____

Evaluation

1. Communication

1.1 Communicating on the bridge

	Practical examination	Simulator test	N/A
1. Pilot Card reviewed			
2. Change of responsibility for navigation			
3. Review of the pilotage plan			
4. The harbour manouvering walkthrough			

1.2 VHF communication

1. VTS			
2. The port			
3. Tugboats			
4. Icebreakers			
5. Other traffic			

1.3 How to communicate

1. Closed Loop Communication			
2. Communicating clearly and preventing misunderstandings			
3. Expresses the initiation and purpose of steering and engine commands aloud			

Evaluation			
2. Vessel movement control			
2.1 Speed	Practical examination	Simulator test	N/A
1. Situational speed according to the pilotage plan			
2. Adequate anticipation when reducing speed. Vessel under control during deceleration			
3. Controlled speed increase in a confined space			
2.2 Automatic steering of the vessel			
1. Wheel over point according to the pilotage plan			
2. Rate of turn according to the pilotage plan			
3. Monitoring of the rudder indicator			
4. The actual route (track) according to the pilotage plan			
2.3 Steering the vessel with hand steering			
1. Steering with anticipating vessel's movement			
2. Monitoring of the rudder indicator			
3. Use of propulsion power to achieve sufficient manoeuvrability			
4. The actual route (track) according to the pilotage plan			
5. Clearly understandable steering commands			
2.4 Vessel squat, bank effect and interaction effect			
1. Steering and engine power use under the influence of squat on the vessel			
2. Heading control during bank effect			
3. Managing and anticipating the interaction effects on the vessel			
3. Situational awareness and spatial perception			
3.1 Drift	Practical examination	Simulator test	N/A
1. Visual observation of drifting			
2. Anticipating drifting after course change			
3. Navigation takes into account the drift			
3.2 Speed change			
1. Observing change of speed and understanding the impact to the overall picture and other traffic			
3.3 Position awareness			
1. Knowing your exact location and available space			
2. Using and monitoring the best available positioning data			
3. Understanding the vessel movement and inertia and anticipating future movements			
3.4 Situational awareness			
1. Monitor the environment regularly			
2. Understand the importance of perceived factors in the environment to achieve your goal			
3. Anticipates the evolution of the situation observed			
4. Makes a decision and acts according the observations			

	Practical examination	Simulator test	N/A
5. Assess the reliability and relevance of available information for pilotage			
6. Understands and takes into account the potential constraints of other fairway users			
3.5 Weather			
1. Weather and other conditions taken into account in practice and in the pilotage plan			
2. Ice conditions taken into account in the simulator test			
4. Use of navigation equipment			
4.1 Radar	Practical examination	Simulator test	N/A
1. The radar range appropriate to the situation			
2. Radar tuned in an appropriate manner			
3. Parallel navigation			
4. Detection of heading error			
5. Detection of gyro error			
6. Monitoring other traffic			
7. Detecting drifting by radar			
4.2 ENC			
1. Appropriate scale for the situation			
2. Safety parameters			
3. GPS error detection			
4. Detection of heading error			
5. Detecting a gyro error			
6. Monitoring other traffic			
7. Drift detection GPS/ENC			
4.3 VHF			
1. Required channels listened			
5. Port manoeuvring			
5.1 Manoeuvre plan	Practical examination	Simulator test	N/A
1. Berth ascertained and available			
2. Wind direction taken into account in the manoeuvring plan			
3. Speed when entering the turning circle			
4. Number, sequence and method of moorings planned			
5. Propulsion power ahead and astern verified			
6. Bow thruster operation verified			
7. Availability, power and constraints of tugs taken into account			
8. Operational limits determined			
9. Contingency plan, secondary berth or return to the sea			

5.2 Implementation of the Manoeuvre	Practical examination	Simulator test	N/A
1. Positioning in the port basin			
2. Timing of the start of the swing			
3. The vessel steers in the desired direction			
4. Understanding the pivot point			
5. The angle and speed of the approach takes into account the possibility of failure			
6. Safe use of mooring ropes			
6. Actions in the event of an incident			
6.1 Loss of steering	Practical examination	Simulator test	N/A
1. Switching to emergency steering			
2. Action to control speed			
3. Communication onboard and other traffic			
6.2 Loss of propulsion			
1. Switching to emergency control			
2. Communication with the engine room			
3. Anchoring readiness, anchors ready and crew reachable			
4. Anchorage or safety area planned			
6.3 Using an alternative plan in challenging circumstances			
1. Decision-making in the event of an incident			
2. Use of tugboats, information on standby times and limitations of tugboats			
3. Point of no return. Function and purpose			
MORE INFORMATION			
More information on performance or reason for disqualification			
Signature and initials of the examiner			
Signature and initials of the simulator test examiner			

Scoring of the assessment

X - The level of competence is verified by a test in a ship simulator.

1 point - A clear lack of control of a sub-area, which manifests itself as a potential hazard or a clear failure to perform a sub-area. Two findings in one sub-area will result in a disqualification.

2 points - Partially meets the requirement, but the feedback will be discussed from the point of view of the applicant's development.

3 points - Fulfils the requirement without objection

A test cannot be accepted if

1. The fairway navigation performance has to be interrupted for technical reasons or by the master, pilot or PEC, or the examiner for safety reasons;
2. The vessel partially or completely drifts outside the fairway area without a valid reason;
3. The Convention on International Regulations for Preventing Collisions at Sea (COLREGS 30/1977) or the traffic regulations of the VTS area or other regulations governing the fairway in question are violated;
4. The assessment in one area of the assessment form contains at least two entries for a clear lack of management; or
5. The assessment form in total contains at least four entries for a clear lack of management.

The ship simulator test and therefore the practical part cannot be accepted if

1. The vessel partially or completely drifts outside the fairway without valid reason;
2. The Convention on International Regulations for Preventing Collisions at Sea or the traffic regulations of the VTS area or other regulations governing the fairway concerned are violated;
3. The assessment in one area of the assessment form contains at least two entries for a clear lack of management; or
4. The assessment form in total contains at least four entries for a clear lack of management.