Practical Examination
Pilotage Exemption Certificate Holder

Candidate PEC number

Pilot Examiner **Pilot no.**

Date & Time am Pass ☐ Fail ☐

Joining at

Vessel LOA Draught

Route

Examination for ☐Area 1 ☐Area 2 ☐Area 2a ☐Area 3 ☐Area 3a

☐Area 4 ☐Area 5 ☐Havens ☐Tilbury Dock

☐Barrier ☐Barking Creek

Upriver berth

Purpose ☐ Revalidation ☐ New application

Photo/Identification seen ☐

THE EXAMINATION TO BE CARRIED OUT ON AN INWARD VOYAGE

1.) Passage Plan.

The examining Pilot must ensure that the candidate has a prepared Passage Plan (PP) for the date and time when the examination is to be held. The ship master is required by General Directions to present a PP and the examining Pilot must ensure it is adequate for the vessel in question. It may be prudent for the Examining Pilot to ask the candidate where relevant tidal, berth, weather, data etc. has been sourced.

PP minimum content should include, but not be limited to the following:

Date
ETA@ berth/ready Berth
Mooring arrangements
Route
VHF channel/changes
That days Tidal heights & times
UKC @ critical points
Abort Contingencies
Available anchorage
Tugs

Up to date charts/compliancy, the examining Pilot must expect to see the PEC candidate or members of his bridge team plot position at regular intervals on the chart.

Up-to-date PLA Notices to Mariners sighted ☐

Acquiring Relevant Data.	Considered Competent	☐ YES	☐ NO
Preparation of the Passage Plan including abort contingencies.	Considered Competent	☐ YES	☐ NO
Execution, monitoring and modification of the plan.	Considered Competent	☐ YES	☐ NO
Examiner's Comments:			

2. Assessing onboard Standards and deficiency reporting.

It is essential once on board, for the practical examiner to ascertain details of any equipment deficiencies and to gain an impression of the operating standards on board the vessel. If deficiencies or poor standards are apparent, the practical examiner will be alerted to the possibility of experiencing potential problems. The passage plan may as a result, need to be revised and in the worst cases, consideration given to aborting the practical examination.

The practical examiner needs to be aware of his statutory and PLA regulatory requirements regarding deficiency reporting. It must be remembered, that unless another PEC holder is present on the bridge, the exam remains an act of Pilotage.

Evaluating conduct of the vessel prior to boarding.	Considered Competent	☐ YES	☐ NO
Evaluating vessel's condition.	Acceptable	☐ YES	☐ NO
Reporting of deficiencies.	Considered Competent	☐ YES	☐ NO
Examiner's Comments:			

3. PEC / Pilot relationship & Bridge Team Integration

In order to ensure a safe and efficient passage, it is essential that there is close co-operation between all bridge personnel. This will necessitate an early exchange of information. The assessing Pilot should ensure that the PEC candidate has briefed his/her bridge team and continues to do so as the passage plan requires any up dating.

A further aspect for ensuring a successful passage, involves an on-going assessment of the capabilities of other bridge personnel. The conduct of the master, the language in use

and the general attitude and competence of bridge personnel, all contribute to this assessment.

The examining Pilot must assess how the PEC candidate integrates with his bridge team.

PEC / Pilot Exchange	Considered Competent	☐ YES	☐ NO
Assessment of any Bridge Team limitations.	Considered Competent	☐ YES	☐ NO
Bridge Team Integration.	Considered Competent	☐ YES	☐ NO
Examiner's Comments:			

4. Communications and Reporting requirements

Good liaison between the candidate and those persons which comprise the rest of the port team, such as

VTS, the Duty Port Controller, the Harbour Master, Tilbury lock master, tugs, Coryton dock office, Berthing Pilot, mooring parties, other relevant operatives as well as other vessels is important.

It is of course fundamental to establish and maintain good, clear and concise communications, usually by VHF radio but also by other practicable means paying due regard to the misuse of mobile phones where appropriate.

Compliance with the various port reporting procedures is also essential.

The requirements of the rest of the port team are important and should be considered at all times.

VHF radio communications including reporting.	Considered Competent	☐ YES	☐ NO
Use of alternative means of communication.	Considered Competent	☐ YES	☐ NO
Cooperation with other port officers and users.	Considered Competent	☐ YES	☐ NO
Examiner's Comments:			

5. Transiting the Pilotage district.

During the passage the candidate needs to constantly monitor the vessel's position taking into account the influence of external environmental forces, such as wind, tide, currents and the effect of shallow water. Any of these may result in a vessel's ground track being substantially different from its water track.

To ensure that safety margins are maintained, the execution of an agreed passage plan will need to be verified against previous calculations and following consultation with bridge personnel, amended as required.

Clearly, navigation of a vessel in confined waters requires different skills to those adapted for open waters and offshore areas. This will of course involve a variety of position fixing and monitoring techniques using all available and appropriate means.

Determining the vessel's position.	Considered Competent	☐ YES ☐ NO
Monitoring the vessel's progress.	Considered Competent	☐ YES ☐ NO
Examiner's Comments:		

6. Vessel Manoeuvring.

The competent PEC holder needs to understand and deal with the many aspects of manoeuvring a vessel within the Pilotage district, including the effects of shallow water, the use of tugs and the skills appertaining to berthing and unberthing.

Manoeuvring in different locations and conditions.	Considered Competent	☐ YES ☐ NO ☐ N/A
Working with tugs.	Considered Competent	☐ YES ☐ NO ☐ N/A
Examiner's Comments:		

7. Consideration of & dealing with the unexpected.

A competent PEC holder must possess the aptitude to respond effectively and quickly to any potential problem and emergency. This will require an ability to stay calm and make effective, rapid decisions, conveying them clearly and concisely to personnel on board the ship and personnel within the port team e.g. VTS.

The candidate should also bear in mind, that a minor malfunction might be just one factor, in a number of small contributing factors that are developing into an error chain, which may ultimately lead to a major incident or emergency.

Consideration of abort procedures and options, not necessarily pertaining to own vessel, i.e. in the event of a port emergency is essential.

It is not possible to assess an individual's reaction to the many different types of emergencies that could possibly arise, many of which may be of a very minor nature. However, comprehension and appreciation of the paramount importance of the safety of life, that of the piloted vessel, other vessels, and the environment is essential.

Managing shipboard malfunctions and problems. E.g. Engine and or Steering failures.	Considered Competent	☐ YES ☐ NO ☐ N/A
Dealing with emergencies onboard and within the port including abort options.	Considered Competent	☐ YES ☐ NO ☐ N/A
Consideration of tug failure and non-availability contingency.	Considered Competent	☐ YES ☐ NO ☐ N/A
Abort contingencies.	Considered Competent	☐ YES ☐ NO
Examiner's Comments:		

8. Professional conduct and development.

Previous items have concentrated on specific competences relating directly to Pilotage in a compulsory Pilotage district.

This item relates to the importance of maintaining professionalism.

A PEC holder must be in a fit state to carry out his duties effectively, at all times paying particular regard to the often overlooked effects of fatigue, the effects of prescribed medication and of course alcohol.

Maintenance of professional standards.	Considered Competent	☐ YES	☐ NO
Understanding the effects of fatigue and other factors.	Considered Competent	☐ YES	☐ NO
Examiner's comments			

Examiner's general comments (if any) *Report Signed by Examiner* *Number:* *Date:*
Candidate's comments (if any) *Report Sighted by Candidate on completion (signed)* *Date:*
COMPLETED FORM TO BE RETURNED TO : PILOTAGE RESOURCES MANAGER

EXAMINERS NOTES FOR FORM ……..

USE OF ECDIS DURING A PEC PRACTICAL EXAMINATION

The use and misuse of Ecdis is causing much debate and comments within Pilotage and the wider Port Community. Port of London Authority Pilots are not trained on specific manufactures equipment. Mariners using Ecdis aboard their own vessels may or may not have had professional, rigorous training in the use of Ecdis equipment.

With regard to a PEC candidate's practical examination, the following procedure will apply to PLA Pilots conducting the practical exams:

If the vessel is fully compliant, has two Ecdis systems and is a paperless bridge, then obviously the passage plan displayed on Ecdis equipment is acceptable.

Any bridge system other than the above, a paper passage plan must have been prepared by the PEC candidate and available for scrutiny by the examining Pilot.
The Practical Examining Pilot must expect to see the candidate or members of his bridge team plot positions on the chart.

PLA Practical Examining Pilots cannot ask the Master/PEC candidate to turn the equipment off; however, over reliance on Ecdis my result in a candidate failing his exam.

QUESTIONS EXAMINERS SHOULD ASK DURING THE COURSE OF AN EXAMINATION MUST INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING:

1. How would you deal with 'a hypothetical situation unexpectedly'?
2. What are you expecting over the next hour?
3. Big tanker and tug coming up Sea Reach, what is going to happen?
4. When you say the vessel is compliant, what does that mean?
5. Gas tankers and berths?
6. Berth names?
7. Rules concerning specified vessels?
8. Do you, or can you go North of Oaze bouy? If yes what would your UKC be?
9. What are you thinking about when choosing your route?
10. Where is the next monitoring traffic situation/density/points of conflict?
11. Tanker traffic warning lights where and what?
12. How do you intend to manoeuvre your ship off the berth?
13. What is a good lateral speed of approach to the berth?
14. What berthing restrictions' apply to your berth?
15. Various tidal sets expected at different stages of the tide?
16. What anchorage could you use off Southend?
17. Tilbury Lock VHF, manoeuvring light/Tug VHF?