Australian Government

Australian Maritime Safety Authority

CHECK VOYAGE / ASSESSMENT TRANSIT DETAILS

Name of Assessed Pilot:	
Seafarer ID:	
Name of Check Pilot:	
Seafarer ID:	
Vessel Name:	
Maximum Draught:	
LOA (m):	
Gross Tonnage (GT):	
Fully ECDIS Compliant?	☐ Yes ☐ No

Commenced Duty:	Location	
	Date/Time	/
Ceased Duty:	Location	
	Date/Time	/

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PERFORMANCE CRITERIA (PC) SUMMARY

PC 1: **Personal Safety**.

Did the pilot adhere to relevant workplace health and safety (WH&S) practices?

PC 2: **Master/Pilot Exchange (MPX).**

Did the pilot demonstrate an effective MPX process?

PC 3: **Passage Planning & Execution.**

Did the pilot plan and execute a safe and effective passage plan?

PC 4: **Availability of Nautical Charts & Publications.**

Did the pilot have access to up-to-date nautical charts and publications?

PC 5: **VHF Radio Usage.**

Did the pilot correctly utilise VHF radio as required?

PC 6: **Bridge Resource Management (BRM).**

Did the pilot demonstrate effective BRM practices?

PC 7: **Rest Management.**

Did the pilot demonstrate effective practices associated with planning and taking rest?

PC 8: **Contingency Planning.**

Can the pilot describe appropriate contingency plans associated with degraded navigation situations and/or emergency situations?

PC 9: **Navigational & Electronic Equipment Usage.**

Did the pilot make effective use of all available aids to navigation and other navigational and/or electronic equipment/systems to support safe navigation?

PC 10: **Pilot Licence Conditions & Legal Requirements.**

Can the pilot demonstrate appropriate knowledge of the legal requirements associated with holding a coastal pilot licence?

PC1 - PERSONAL SAFETY: Did the pilot adhere to relevant workplace health and safety (WH&S) practices?

	PC1 ELEMENTS	^PERFORMANCE GRADE		
*	1.1 - Did the pilot comply with the Personal Protective Equipment (PPE) requirements prescribed in Marine Order 54 (MO54)?	☐1	☐2	☐3
*	1.2 - Did the pilot embark and disembark the piloted vessel in accordance the requirements specified in the respective Pilotage Provider's Safety Management System (SMS)?	☐1	☐2	☐3

***** *Denotes a 'safety-critical' performance element.*

^PERFORMANCE SUMMARY EVALUATION PC1:	☐1	☐2	☐3

COMMENTS

^ *See page 7 for Performance Grade definitions and Performance Summary Evaluation methodology.*

PC2 - MASTER/PILOT EXCHANGE (MPX): Did the pilot demonstrate an effective MPX process?

	PC2 ELEMENTS	^PERFORMANCE GRADE		
	2.1 - Did the pilot review the Pilot Card?	☐1	☐2	☐3
*	2.2 - Did the pilot conduct a Master / Pilot Exchange (MPX) in accordance with the respective Pilotage Provider's approved MPX Checklist?	☐1	☐2	☐3

***** *Denotes a 'safety-critical' performance element*.

^PERFORMANCE SUMMARY EVALUATION PC2:	☐1	☐2	☐3

COMMENTS

^ *See page 7 for Performance Grade definitions and Performance Summary Evaluation methodology.*

PC3 - PASSAGE PLANNING & EXECUTION: Did the pilot plan and execute a safe and effective passage plan?

	PC3 ELEMENTS	^PERFORMANCE GRADE			
	3.1 - Did the pilot prepare a detailed passage plan for the pilotage (using the approved passage plan model specific to the vessel being piloted) that was agreed with the Master?	☐1	☐2	☐3	
	3.2 - Did the pilot consider the vessel's particular manoeuvring characteristics (including any existing engineering limitations) which might be required in the context of the passage plan?	☐1	☐2	☐3	☐N/A
*	3.3 - Did the pilot review the planned tracks and waypoints on the vessel's bridge equipment and/or nautical charts (including electronic charts if applicable) and confirm the agreed route/waypoints were correct?	☐1	☐2	☐3	
*	3.4 - Did the pilot apply known gyro and/or compass errors throughout the voyage, if required?	☐1	☐2	☐3	☐N/A
	3.5 - Did the pilot apply 'set and drift' corrections to ensure the vessel remained on track throughout the voyage?	☐1	☐2	☐3	
*	3.6 - Did the pilot indicate relevant cross-track error information to the bridge team throughout the voyage as required?	☐1	☐2	☐3	
	3.7 - Did the passage plan include information about radar usage requirements including parallel indices & clearing ranges?	☐1	☐2	☐3	
*	3.8 - Did the passage plan reflect key danger areas, and/or areas of restricted water, and/or no-go areas located adjacent to intended tracks, as applicable?	☐1	☐2	☐3	
*	3.9 - Did the passage plan describe areas where potential currents and/or tidal streams may be significant?	☐1	☐2	☐3	☐N/A
	3.10 - Did the passage plan describe the location of preferred anchorages which may be required throughout the voyage?	☐1	☐2	☐3	☐N/A
	3.11 - Did the passage plan reflect any areas where hand steering is intended / required?	☐1	☐2	☐3	

** Denotes a 'safety-critical' performance element.*

Continued overleaf…..

PC3 - PASSAGE PLANNING & EXECUTION *CONTINUED*

	PC3 ELEMENTS (Continued)	^PERFORMANCE GRADE			
	3.12 - Did the passage plan reflect any areas where a change in main engine status is intended / required?	☐1	☐2	☐3	☐N/A
	3.13 - Did the passage plan reflect areas dependent on tides to produce sufficient under keel clearance (UKC)?	☐1	☐2	☐3	☐N/A
*	3.14 - Did the pilot comply with the Under Keel Clearance Management (UKCM) system usage requirements?	☐1	☐2	☐3	☐N/A
	3.15 - Did the passage plan reflect areas where a reduction in speed may be required to ensure sufficient UKC?	☐1	☐2	☐3	☐N/A
	3.16 - Did the pilot possess or have access to the latest weather forecast for the intended voyage?	☐1	☐2	☐3	
*	3.17 - If any departure from the passage plan was necessary, did the pilot brief the Master and bridge team, as required?	☐1	☐2	☐3	☐N/A
	3.18 - Was the pilot able to describe the reasons for all decisions regarding the use of any alternative tracks chosen?	☐1	☐2	☐3	☐N/A

***** *Denotes a 'safety-critical' performance element.*

^PERFORMANCE SUMMARY EVALUATION PC3:	☐1	☐2	☐3

COMMENTS

^ *See page 7 for Performance Grade definitions and Performance Summary Evaluation methodology.*

PC4 - AVAILABILITY OF NAUTICAL CHARTS AND PUBLICATIONS: Did the pilot have access to up-to-date nautical charts and publications?

	PC4 ELEMENTS	^PERFORMANCE GRADE			
*	4.1 - Did the pilot verify that the vessel had up-to-date nautical charts (paper and/or ENC as applicable), as required for the voyage?	☐1	☐2	☐3	
*	4.2 - If the pilot utilised a Portable Pilot Unit (PPU), were all the electronic charts necessary for the voyage available on the PPU and up-to-date?	☐1	☐2	☐3	☐N/A
	4.3 - Did the pilot have access to official tidal (and tidal stream) data?	☐1	☐2	☐3	
	4.4 - Did the pilot possess the latest Maritime Safety Information (MSI) as required for the intended voyage?	☐1	☐2	☐3	
	4.5 - Could the pilot access all relevant publications and resources on electronic devices using battery power alone?	☐1	☐2	☐3	

***** *Denotes a 'safety-critical' performance element.*

^PERFORMANCE SUMMARY EVALUATION PC4:	☐1	☐2	☐3

COMMENTS

^ *See page 7 for Performance Grade definitions and Performance Summary Evaluation methodology.*

PC5 - VHF RADIO USAGE: Did the pilot correctly utilise VHF radio as required?

	PC5 ELEMENTS	^PERFORMANCE GRADE			
*	5.1 - Did the pilot advise the Master about the ReefVTS reporting requirements (and the main methods of communication with ReefVTS) while in the ReefVTS area?	☐1	☐2	☐3	
	5.2 - Did the pilot correctly complete the commencing and ceasing duties reports in accordance with MO54 requirements?	☐1	☐2	☐3	
*	5.3 - Did the pilot maintain a listening watch on VHF Channel 16 throughout the voyage (with ample volume)?	☐1	☐2	☐3	
	5.4 - Did the pilot utilise the correct REEFVTS sector channel (11 or 14) as required throughout the voyage?	☐1	☐2	☐3	
*	5.5 - Were VHF "All Ships" broadcasts made for transits of Prince of Wales Channel (POWC), Howick Channel or Bond/Bugatti Reef, as applicable?	☐1	☐2	☐3	☐N/A
*	5.6 - Did the pilot make early and effective use of VHF radio to address and/or deconflict any potential vessel interaction situation(s)?	☐1	☐2	☐3	☐N/A
*	5.7 - If a maritime incident (or suspected incident) occurred, did the pilot make the necessary report to REEFVTS?	☐1	☐2	☐3	☐N/A

***** *Denotes a 'safety-critical' performance element.*

^PERFORMANCE SUMMARY EVALUATION PC5:	☐1	☐2	☐3

COMMENTS

^ *See page 7 for Performance Grade definitions and Performance Summary Evaluation methodology.*

PC6 - BRIDGE RESOURCE MANAGEMENT (BRM): Did the pilot demonstrate effective BRM practices?

	PC6 ELEMENTS	^PERFORMANCE GRADE			
	6.1 - Did the pilot apply the following BRM techniques to minimise the risks associated with single person errors?				
*	• Use 'closed-loop' communication?	☐1	☐2	☐3	
	• Use Standard Marine Communication Phrases?	☐1	☐2	☐3	
*	• Verify the application of all helm and engine orders?	☐1	☐2	☐3	
	• Promote a 'challenge & response' bridge environment?	☐1	☐2	☐3	
*	• Conduct 'active monitoring' (of bridge systems etc.)?	☐1	☐2	☐3	
	• Delegate tasks / activities (if / when required)?	☐1	☐2	☐3	☐N/A
	6.2 - Did the pilot demonstrate an ability to establish an effective rapport / good working relationship with the Master / crew?	☐1	☐2	☐3	
*	6.3 - Did the pilot provide necessary information and advice such that all bridge watchkeeping officers (including those off-watch during the initial MPX) were fully aware of the passage plan particulars and any other relevant information, as required for their watch?	☐1	☐2	☐3	
	6.4 - Did the pilot clarify the respective roles and expected responsibilities of the pilot, Master and crew?	☐1	☐2	☐3	
	6.5 - Did the pilot establish an effective 'shared mental model' amongst the Master and bridge team throughout the voyage?	☐1	☐2	☐3	
	6.6 - Did the pilot demonstrate an appreciation of 'cultural sensitivities' associated with the Master / crew (if applicable)?	☐1	☐2	☐3	☐N/A
	6.7 - Did the pilot adapt their interpersonal communication style as required to suit the culture and/or demeanour of the Master and/or crew?	☐1	☐2	☐3	☐N/A

**Denotes a 'safety-critical' performance element.*

Continued overleaf…..

PC6 – BRIDGE RESOURCE MANAGEMENT *CONTINUED*

PC6 ELEMENTS (Continued)	^PERFORMANCE GRADE			
6.8 – Did the pilot speak slowly and clearly to ensure effective communication where the English speaking skills of the Master and/or crew may be of concern?	☐1	☐2	☐3	☐N/A
6.9 - Can the pilot describe contingencies which can be applied to address risks posed by complacent crew and/or over-familiarity?	☐1	☐2	☐3	

^PERFORMANCE SUMMARY EVALUATION PC6:	☐1	☐2	☐3

COMMENTS

^ *See page 7 for Performance Grade definitions and Performance Summary Evaluation methodology.*

PC7 - REST MANAGEMENT: Did the pilot demonstrate effective practices associated with planning and taking rest?

	PC7 ELEMENTS	^PERFORMANCE GRADE			
	7.1 - Did the pilot clearly indicate to the Master and bridge team the location(s) the pilot may leave the bridge for rest (during the initial MPX, or at any other time)?	☐1	☐2	☐3	☐N/A
*	7.2 - Before taking rest (or leaving the bridge), did the pilot ensure 'Please Call Pilot' (PCP) was conspicuously indicated on the relevant chart or the vessel's ECDIS (well before the nearest hazard) and establish procedures to ensure the pilot's prompt recall to the bridge?	☐1	☐2	☐3	☐N/A
*	7.3 - Before taking rest (or leaving the bridge), did the pilot identify any potential hazards which may be encountered during the pilot's period of rest?	☐1	☐2	☐3	☐N/A
	7.4 - Before taking rest, did the pilot confirm with the OOW any vessel traffic to be encountered during the pilot's absence?	☐1	☐2	☐3	☐N/A
	7.5 - Before taking rest, did the pilot advise the OOW the expected tidal streams to be encountered during the pilot's absence?	☐1	☐2	☐3	☐N/A
	7.6 - Before taking rest, did the pilot advise the OOW of procedures in the event of reduced visibility?	☐1	☐2	☐3	☐N/A
	7.7 - Before taking rest, did the pilot advise the OOW of procedures when vessel traffic (including fishing vessels) may be of concern?	☐1	☐2	☐3	☐N/A
	7.8 - Did the pilot set a personal timer / alarm clock associated with the immediate period of rest?	☐1	☐2	☐3	☐N/A
	7.9 - Before taking rest, did the pilot advise the OOW of the required fixing interval, minimum CPA (for passing vessels), maximum cross-track error and any other particular navigational requirements to be observed during the pilot's absence from the bridge?	☐1	☐2	☐3	☐N/A

**Denotes a 'safety-critical' performance element.*

Continued overleaf…..

PC7 – REST MANAGEMENT *CONTINUED*

	PC7 ELEMENTS (Continued)	^PERFORMANCE GRADE			
*	7.10 - Before taking rest, did the pilot clearly indicate to the OOW that the pilot is to be called if the OOW has any concerns about any navigational safety matter at any stage during the pilot's absence?	☐1	☐2	☐3	☐N/A
*	7.11 - If resting on the bridge, did the pilot clearly indicate to the OOW that the pilot no longer had the con?	☐1	☐2	☐3	☐N/A

***** *Denotes a 'safety-critical' performance element.*

^PERFORMANCE SUMMARY EVALUATION PC7:	☐1	☐2	☐3

COMMENTS

^ *See page 7 for Performance Grade definitions and Performance Summary Evaluation methodology.*

PC8 - CONTINGENCY PLANNING: Can the pilot describe appropriate contingency plans associated with degraded navigation situations and/or emergency situations?

PC8 ELEMENTS	^PERFORMANCE GRADE			
8.1 - Can the pilot describe appropriate considerations and actions required in the following scenarios? **Note:** Pilots are to describe how they would manage risk and develop / apply appropriate mitigation and management strategies in relation to each contingency category described below.				
• Navigation equipment failure / degraded mode navigation (including GPS / AIS / UKCM / ECDIS / radar failure etc.).	☐1	☐2	☐3	
• Ship emergencies (including main engine failure / generator failure / steering gear failure / fire / etc.).	☐1	☐2	☐3	
• Vessel traffic conflicts (including options to deconflict traffic and actions in the event of a near miss / collision).	☐1	☐2	☐3	
• Proceeding to anchor / weighing anchor (including both planned and emergency anchoring requirements).	☐1	☐2	☐3	
• Cyclone avoidance (including seasonal risks and specific navigation requirements).	☐1	☐2	☐3	
• UKCM system unavailability (including use of hard-copy transit plan and/or back-up tool).	☐1	☐2	☐3	☐ N/A
* 8.2 - Is the pilot able to demonstrate appropriate local area knowledge (including the use of virtual & visual aids to navigation, marks, sectors, transits etc.) to supplement safe coastal pilotage throughout the relevant coastal pilotage area by day and/or by night?	☐1	☐2	☐3	

***** *Denotes a 'safety-critical' performance element.*

Continued overleaf…..

PC8 – CONTINGENCY PLANNING *CONTINUED*

ACTUAL CONTINGENCIES (IF APPLICABLE)		
8.3 - Did any *actual* extraordinary situation(s) or contingencies occur during the Check Voyage? If 'YES', describe the situation(s) and the pilot's reactions below.	☐ YES	☐ NO

^PERFORMANCE SUMMARY EVALUATION PC8:	☐1	☐2	☐3

COMMENTS

^ *See page 7 for Performance Grade definitions and Performance Summary Evaluation methodology.*

PC9 - NAVIGATIONAL AND ELECTRONIC EQUIPMENT USAGE: Did the pilot make effective use of aids to navigation and other all available navigational and/or electronic equipment/systems to support safe navigation?

	PC9 ELEMENTS	^PERFORMANCE GRADE			
*	9.1 - Did the pilot verify the reported error(s), or otherwise independently determine the accuracy of the navigation equipment onboard? **For example:** Did the pilot verify the gyro error as reported during MPX or otherwise determine the gyro error?	☐1	☐2	☐3	
*	9.2 - Did the pilot verify that the vessel's ECDIS safety settings were appropriate for the voyage (including safety depth, safety contour etc.).	☐1	☐2	☐3	☐N/A
*	9.3 – If a PPU was used by the pilot, were the safety settings on the PPU appropriate for the voyage (e.g. safety depth, safety contour etc.)	☐1	☐2	☐3	☐N/A
	9.4 - Is the pilot able to demonstrate an understanding of the vessel's ECDIS sensor inputs and their accuracies?	☐1	☐2	☐3	☐N/A
*	9.5 - Did the pilot ensure the vessel's position as displayed in ECDIS was actively monitored?	☐1	☐2	☐3	☐N/A
	9.6 - Did the pilot use alternative methods to verify the vessel's position displayed in ECDIS (e.g. use of visual and radar correlation / independent PPU)?	☐1	☐2	☐3	☐N/A
	9.7 - Is the pilot able to demonstrate an understanding of the vessel's ECDIS alarm settings in use (e.g. waypoint arrival / guard zones / XTE alarm / sensor failure etc.)?	☐1	☐2	☐3	☐N/A
	9.8 - Did the pilot verify the vessel's echo sounder settings (including verification that the sounder was set to 'depth under transducer' mode)?	☐1	☐2	☐3	☐N/A

** Denotes a 'safety-critical' performance element.*

Continued overleaf…..

PC9 – NAVIGATIONAL AND ELECTRONIC EQUIPMENT USAGE *CONTINUED*

PC9 ELEMENTS (Continued)	^PERFORMANCE GRADE			
9.9 - Did the pilot continuously monitor the vessel's progress via appropriate use of parallel indices and other radar navigation techniques to support navigational safety throughout the voyage (including via delegation)?	☐1	☐2	☐3	
* 9.10 - Did the pilot make effective use of the vessel's radar(s) throughout the voyage (including via delegation)? **Note**: Consider effective tuning, target detection / monitoring, use of appropriate range scale, appropriate band selection etc.	☐1	☐2	☐3	
9.11 - Did the pilot verify the vessel's AIS speed input source is set to GPS (and not the vessel's log)? **Note:** This is particularly relevant for transits of POWC where use of the UKCM system is required.	☐1	☐2	☐3	
9.12 - Did the pilot utilise all available equipment in a balanced manner (and not over-rely on any single piece of equipment)?	☐1	☐2	☐3	

* *Denotes a 'safety-critical' performance element.*

Note: *The ECDIS-specific elements marked with (*) within this PC are only 'safety critical' if the vessel is fully ECDIS compliant (i.e. ECDIS is used as the primary means of navigation onboard).*

^PERFORMANCE SUMMARY EVALUATION PC9:	☐1	☐2	☐3

COMMENTS

^ *See page 7 for Performance Grade definitions and Performance Summary Evaluation methodology.*

PC10 - PILOT LICENCE CONDITIONS & LEGAL REQUIREMENTS: Can the pilot demonstrate appropriate knowledge of the legal requirements associated with holding a coastal pilot licence?

	PC10 ELEMENTS	^PERFORMANCE GRADE		
*	10.1 - Can the pilot describe the geographic limits of the compulsory pilotage area (in which the Check Voyage is being conducted)?	☐1	☐2	☐3
*	10.2 - Is the pilot familiar with the content of all current Pilot Advisory Notes (PANs)? **Note:** Check Pilots are to verify the assessed pilot's understanding of a selection of current PANs.	☐1	☐2	☐3
	10.3 - Can the pilot describe what constitutes a marine incident for the purposes of MO54?	☐1	☐2	☐3
	10.4 - Can the pilot demonstrate a thorough understanding of the marine incident reporting requirements described in MO54?	☐1	☐2	☐3
*	10.5 - Can the pilot demonstrate an operational understanding of relevant sections of the International Regulations for Preventing Collisions at Sea (COLREGs)? **Note:** The Check Pilot should use actual vessel traffic situations encountered during the voyage as the basis for discussions, or else construct an imaginary scenario for discussion involving a variety of COLREG-specific considerations, such as: • Rule 3 – General definitions • Rule 6 – Safe speed • Rule 7 – Risk of collision • Rule 8 – Action to avoid collision • Rule 9 – Narrow channels • Rule 18 – Responsibilities between vessels • Part C – Lights and shapes etc. **Important:** Please detail which areas of the COLREGs were covered by this question in the comments section overleaf.	☐1	☐2	☐3

**Denotes a 'safety-critical' performance element*.

Continued overleaf…..

PC10 – PILOT LICENCE CONDITIONS & LEGAL REQUIREMENTS *CONTINUED*

	PC10 ELEMENTS (Continued)	^PERFORMANCE GRADE		
*	10.6 - Can the pilot describe the minimum rest periods between voyages, as specified in the default Fatigue Risk Management Plan (FRMP) published by AMSA, or the pilotage provider's alternative plan (if approved)?	☐1	☐2	☐3
*	10.7 - Can the pilot describe the minimum rest requirements in relation to the conduct of consecutive pilotages, as specified in the default FRMP?	☐1	☐2	☐3
*	10.8 - Can the pilot describe the minimum rest requirements following a period of continuous travel to commence a roster cycle, as specified in the default FRMP?	☐1	☐2	☐3
	10.9 - Can the pilot define the 'optimal core rest period' and an 'optimal nights rest', as specified in the default FRMP?	☐1	☐2	☐3
	10.10 - Can the pilot describe the leave requirements specified in the default FRMP?	☐1	☐2	☐3

***** *Denotes a 'safety-critical' performance element*.

^PERFORMANCE SUMMARY EVALUATION PC10:	☐1	☐2	☐3

COMMENTS

^ *See page 7 for Performance Grade definitions and Performance Summary Evaluation methodology.*

ADDITIONAL COMMENTS

If insufficient space is provided for any Performance Criteria above, please provide additional comments below as required

PC	COMMENTS

Australian Government

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SUMMARY OF PILOT PERFORMANCE

PERFORMANCE CRITERIA		PERFORMANCE SUMMARY EVALUATION		
PC1	Did the pilot adhere to relevant workplace health and safety (WH&S) practices?	☐1	☐2	☐3
PC2	Did the pilot demonstrate an effective MPX process?	☐1	☐2	☐3
PC3	Did the pilot plan and execute a safe and effective passage plan?	☐1	☐2	☐3
PC4	Did the pilot have access to up-to-date nautical charts and publications?	☐1	☐2	☐3
PC5	Did the pilot correctly utilise VHF radio as required?	☐1	☐2	☐3
PC6	Did the pilot demonstrate effective BRM practices?	☐1	☐2	☐3
PC7	Did the pilot demonstrate effective practices associated with planning and taking rest?	☐1	☐2	☐3
PC8	Can the pilot describe appropriate contingency plans associated with degraded navigation situations and/or emergency situations?	☐1	☐2	☐3
PC9	Did the pilot make effective use of all available navigational and/or electronic equipment/systems to support safe navigation?	☐1	☐2	☐3
PC10	Can the pilot demonstrate appropriate knowledge of the legal requirements associated with holding a coastal pilot licence?	☐1	☐2	☐3

OVERALL ASSESSMENT RESULT *(see pages 7 & 8 for methodology).*	☐1	☐2	☐3

LEGEND: ☐ 1 Unsatisfactory

☐ 2 Satisfactory with Deficiencies

☐ 3 Satisfactory

Australian Government
Australian Maritime Safety Authority

PILOT DECLARATIONS

CHECK PILOT DECLARATION

WARNING: Giving false or misleading information is a criminal offence and may also lead to the cancellation or suspension of your coastal pilot licence.

The information provided in this Check Voyage assessment is a true and accurate record of observed performance throughout the Check Voyage in all respects.

..../……/20……

Signature of Check Pilot Date

Check Pilot

Overall Comments:

ASSESSED PILOT DECLARATION

WARNING: Giving false or misleading information is a criminal offence and may also lead to the cancellation or suspension of your coastal pilot licence.

The information provided in this Check Voyage assessment is a true and accurate record of observed performance throughout the Check Voyage in all respects.

..../……/20……

Signature of Assessed Pilot Date

Assessed Pilot

Overall Comments (if any):