



# GUIDANCE NOTES FOR CHECK PILOT ASSESSMENT VOYAGES

**Introduction.** AMSA has established a Check Voyage framework to facilitate assessment and monitoring of coastal pilot performance and competence. This framework supports appropriate maritime safety outcomes related to coastal pilotage operations in the Great Barrier Reef and Torres Strait.

Performance assessments are conducted on a regular basis by appropriately licensed coastal pilots (on behalf of AMSA) using the AMSA Form 15 (Checklist) referred to in Marine Order 54 (Coastal pilotage) (MO54).

In the context of coastal pilot competence, the Australian Qualification Framework (AQF) reflects that competency involves the application of knowledge and skills to demonstrate autonomy, judgement and defined responsibility in known or changing contexts, and within broad (but established) parameters related to the tasks, roles and functions carried out.

In order to conduct effective and meaningful performance and competency assessments, workplace training and assessment standards require a number of general rules and principles to be observed as part of the assessment process. These are described below.

**Assessment Rules.** Performance assessments should be:

- Valid
- Sufficient
- Current
- Authentic

**Assessment Principles.** The following principles should underpin performance assessments:

- Validity
- Reliability
- Fairness
- Flexibility

These Guidance Notes are provided for the understanding and benefit of AMSA-licensed check pilots. They outline the assessment procedure, define the performance grades and provide information regarding legislative obligations when conducting performance assessments on behalf of AMSA.

## Assessment Stages

- Planning the assessment
- Conducting the assessment
- Debriefing the assessment



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### **Planning the Assessment.**

Check pilots must be familiar with all aspects associated with the conduct of Check Voyage performance assessments. The check pilot must:

- be familiar with the various Performance Criteria (PC) categories
- be familiar with all the competency elements listed within each PC category
- be aware of the significance of all 'safety critical' competency elements in relation to the overall assessment result
- be familiar with the definitions of the performance grades and overall assessment results
- decide on assessment strategies to be used for determining evidence of competency using performance grades for each PC element
- be familiar with the assessment process and appreciate the implications of recording certain performance grades on the overall assessment result.

### **Conducting the Assessment.**

Check Voyage performance assessments are to be conducted using the Check Voyage Checklist (pages 11-31 of this document).

Coastal pilots being assessed must be advised on how the assessment will be conducted. The check pilot is required to clarify any aspects regarding the conduct of the performance assessment if requested by the pilot being assessed.

Check pilots are encouraged to develop written instructions on how they will conduct the assessment as part of a pre-voyage briefing process.

### **Debriefing the Assessment.**

On completion of the Check Voyage, a comprehensive debrief of the performance assessment must be conducted by the check pilot. The debrief should be conducted in a constructive and open manner and should detail all performance aspects observed, including both positive and negative performance characteristics.

The check pilot must allow the assessed pilot to provide feedback regarding the performance assessment. Check pilots should develop a feedback form for assessed pilots to complete.

The check pilot must also be prepared to self-assess own performance (as an assessor) for each Check Voyage undertaken in the interests of continuous improvement.

### **General Information.**

The check pilot system is a framework to review and verify pilot competency. The system helps coastal pilots maintain professional competency and supports continuous improvement of skills and knowledge.

The check pilot system is only effective if trust, respect and confidentiality is maintained by all. The check pilot system is based on the premise that one professional is checking another professional without prejudice.



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## **Information Management**

Pilotage Providers are responsible for compliance under MO54, including the conduct of safe work practices and the minimisation of risks associated with all operations of the pilotage crew.

To support this, completed copies of the requisite documentation (described below) should be sent to the respective Pilotage Provider to enable them to fulfil their responsibilities under MO54. Pilotage Providers should have procedures in place to ensure that completed checklists (as submitted) remain confidential.

Completed assessments are to be provided to AMSA as part of the assessment procedure. AMSA undertakes to treat all completed Check Voyage performance assessments confidentially.

The following (completed) documents are to be submitted to AMSA:

- Check Voyage / Assessment Transit Details sheet (page 11).
- Performance Criteria (pages 13-28).
- Additional Comments (page 29) if completed.
- Summary of Pilot Performance sheet (page 31).
- Pilot Declarations page (page 32). This page must be signed by both the check pilot and the assessed pilot.
- Copies of any other information relevant to the assessment and/or specifically referred to / collected as part of the assessment, including for example, copies of:
  - relevant sections of the passage plan
  - any preamble or notes accompanying the passage plan
  - any checklist or declaration used by the pilot
  - the Master Pilot Exchange used for the voyage
  - any written test *if used* in association with the assessment
  - any example questions asked verbally during the assessment.

Completed assessment documents should be emailed to the following address:

[coastal.pilotage@amsa.gov.au](mailto:coastal.pilotage@amsa.gov.au)

Alternatively, completed documents can be sent to the following postal address:

Advisor - Coastal Pilotage  
Australian Maritime Safety Authority  
GPO Box 2181  
Canberra, ACT 2601



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# **CHECK VOYAGE ASSESSMENT PROCEDURE**

## **Role of the Check Pilot**

Check pilots are licensed by AMSA to conduct check voyages in accordance with the relevant sections of MO54. As such, check pilots carry out the assessment process solely on behalf of AMSA.

Check pilots are expected to carry out the assessment process in a professional manner, possess the ability to work within a structured regulatory environment and appreciate that the assessment process and associated documentation form part of the legal regime for coastal pilot licensing.

## **Preparation**

The check pilot is to plan the Check Voyage against the required standard and must use the AMSA-approved Checklist during the assessment (refer to Schedule 4 of MO54).

Check pilots should be very familiar with the assessment construct including a detailed understanding of:

- performance assessment terminology
- the Performance Criteria (PC) categories
- the competency elements including all 'safety critical' competency elements
- definitions of the performance grades and overall assessment results
- the implications of element grading on the overall assessment result.

## **Check Voyage Brief**

The check pilot must advise (brief) the pilot being assessed of all Performance Criteria (PC) on which the assessment will be based and the assessment methods that will be employed throughout the Check Voyage (page 12 provides a summary of the PC).

Some elements within the PC require the provision of written and/or verbal questions to be answered by the pilot being assessed. Check pilots must ensure that these requirements are clearly understood by the pilot being assessed as part of the Check Voyage brief.

The check pilot should provide an opportunity for the pilot being assessed to seek clarification regarding any aspect of the intended performance assessment prior to the commencement of the Check Voyage.

## **Conduct of the Check Voyage**

REEFVTS must be informed that a Check Voyage is being undertaken as part of the 'commencing duties' reporting requirements (in accordance with MO54 requirements).



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## **Conduct of the Check Voyage (continued)**

As assessors, check pilots are not to interfere with, or take part in the actual conduct of the pilotage.

Check pilot should also always be mindful of their primary role as an assessor (on behalf of AMSA), and not a trainer (on behalf of a Pilotage Provider), when conducting performance assessments.

Other than for 'assessment transits' (conducted as part of standard licence progression requirements for Trainee Pilots), the pilot undergoing the assessment will have conduct of the pilotage during the Check Voyage at all times (as the Operational Pilot<sup>1</sup>).

The check pilot is to be on the bridge at all times the pilot being assessed is on the bridge.

## **Checklist Components**

The AMSA-approved Checklist includes the following components:

- Check Voyage / Assessment Transit Details sheet.
- Performance Criteria Summary sheet.
- Ten (10) Performance Criteria (PC) sheets. Each PC sheet reflects a particular assessment category and includes a comments section.
- Performance Elements. Each element is structured as a question (or prompt) within the respective PC sheet. Performance Elements marked with an asterisk (\*) indicate a 'safety critical' element.
- A Performance Summary (evaluation) for each PC. The evaluation is indicated below the list of elements on each PC sheet. The evaluation for each PC is determined based on the grades attributed to each Performance Element within the PC.
- Additional Comments page. If insufficient space is provided to enter comments regarding any Performance Criteria, please provide additional comments on this page as required.
- Summary of Pilot Performance sheet. This sheet summarises the Performance Summary evaluations accorded for each PC. The Summary of Pilot Performance sheet also includes the Overall Assessment result.
- Pilot Declaration sheet. This sheet is to be signed by the Check Pilot and the pilot being assessed for each Check Voyage completed.

Check pilots are to complete the Checklist as comprehensively as possible. Assessments are to include comments for each PC category, as well as detailed comments regarding any Performance Grades of (1) or (2) accorded against any performance element. Further information about the grading methodology and relationships between Performance Grades, Performance Summary evaluations and Overall Assessment results is provided below.

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<sup>1</sup> Refer to the relevant Pilot Advisory Note (PAN) available at the AMSA website, for further information about the definition of 'Operational Pilot' in the context of Check Voyages.



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## Performance Grades

Performance Grades are to be used to determine competence against each Performance Element. Each grade is represented by a number (1), (2) or (3). Each grade is defined below:

- **(1) Unsatisfactory.** A non-compliance with pilot licence conditions specified in MO54, or a practice which constitutes a critical safety breach<sup>2</sup> and/or major departure from the relevant Pilotage Provider's Safety Management System (SMS). The deficiency requires immediate rectification through the application of appropriate risk mitigation strategies.
- **(2) Satisfactory with Deficiencies.** A practice which does not constitute a critical safety breach, but which may have minor safety implications and is considered to be inconsistent with the conduct of best-practice pilotage.
- **(3) Satisfactory.** The performance meets (or exceeds) the required standard.

## Performance Assessment Construct

During the Check Voyage, the check pilot should use a range of assessment strategies to assess competence and knowledge of the pilot being assessed against the various performance elements, keeping in mind the definitions of the Performance Grades above.

The check pilot should use the questions indicated for each Performance Element to determine the Performance Grade for each element. Check pilots can choose to use other methods to ascertain performance, however each Performance Element (question) listed within each Performance Criteria must be answered.

Each Performance Element is to be graded using **only** one of the three Performance Grades available (i.e. 'half-scores' are not to be used). The grades attributed to each Performance Element are used to determine the Performance Summary (Evaluation) for each Performance Criteria.

Performance Summary Evaluations are described using the same terminology as the Performance Grades. Performance Summary Evaluations are determined using the following methodology:

- An assessment of **(1)** for any PC 'safety critical' element marked with an asterisk (\*) will result in a Performance Summary Evaluation of 'Unsatisfactory' for that PC.
- An assessment of **(1)** in any *non-asterisked* PC element will result in a Performance Summary Evaluation of 'Satisfactory with Deficiencies' for that PC.
- An assessment which includes greater than 25% of **(2)** scores accumulated within any PC will result in a Performance Summary Evaluation of 'Satisfactory with Deficiencies' for that PC (other than PC2).
- Otherwise, the assessment will result in a Performance Summary Evaluation of 'Satisfactory' for that PC.

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<sup>2</sup> A critical safety breach is intended to be defined as an error of judgement and/or practice which, if left unchecked, is likely to result in personal injury, and/or damage to the vessel (or other property), and/or damage to the environment.



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### **Performance Assessment Construct (continued)**

Check pilots can make written comments against each PC in order to provide quality feedback to pilots being assessed. As a minimum, comments will be required to address deficiencies identified against individual elements, offer suggestions / guidance for their rectification, or highlight superior performance.

All instances of an 'Unsatisfactory' and 'Satisfactory with Deficiencies' grade for any Performance Element, are to be accompanied by detailed comments in the Comments field on the respective PC sheet, to assist in the development of an appropriate remediation training program.

The 'Overall Assessment' result for the Check Voyage is to be determined based on the Performance Summaries for all PC's. Further information about the methodology to determine the 'Overall Assessment' for each Check Voyage is described below.

### **Overall Assessments**

The Overall Assessment for the Check Voyage will reflect one of three possible outcomes (Satisfactory, Satisfactory with Deficiencies, or Unsatisfactory), each with its own consequences as described below. For consistency, the Overall Assessment results mirror the terminology used for 'Performance Grades' and 'Performance Summaries'.

The Overall Assessment result is determined using the following methodology:

- **Unsatisfactory (U).** A score of (1) for any critical safety element marked with an asterisk (\*) in any PC will result in an automatic Overall Assessment result of **U**.

All unsatisfactory Overall Assessments should be reported to both AMSA and the relevant Pilotage Provider as soon as possible on completion of the Check Voyage. A remedial training program and a subsequent Check Voyage is to be coordinated by the relevant Pilotage Provider and approved by AMSA as a matter of priority.

In the interim, it is recommended that the assessed pilot is not assigned any further pilotages until the remedial training and subsequent Check Voyage are successfully completed.

- **Satisfactory with Deficiencies (SWD).** A score of (1) in any non-asterisked PC element will result in an automatic Overall Assessment result of **SWD** (unless the above dot point also applies, in which case an overall assessment of **U** will result).

An Overall Assessment of **SWD** will also be recorded if there is greater than 25% of (2) scores accumulated within *any* PC category (other than PC2).

All **SWD** Overall Assessments should be reported to AMSA and the relevant Pilotage Provider as soon as possible on completion of the Check Voyage.

The assessed pilot concerned may continue to operate in accordance with their existing licence particulars, however the pilot is to undertake a remedial training program coordinated by the relevant Pilotage Provider. The Pilotage Provider should inform AMSA of the intended training plan.

It is recommended that the assessed pilot successfully completes a future Check Voyage (in the same licence area), within three months of the initial Check Voyage.





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### **Overall Assessments (continued)**

- **Satisfactory (S).** All other assessments will ordinarily result in an 'Overall Assessment' of **S** (i.e. no scores of (1) against any PC element and less than 25% of (2) scores accumulated in any PC category).

The Pilotage Provider should also follow-up any observed deficiencies (i.e. scores of 2 against any PC element) with remedial training activities for the individual pilot, as required.

### **Check Voyage Debrief**

The Check Voyage process should be viewed as an opportunity to identify potential strengths, weakness or areas for improvement.

On completion of the Check Voyage, the check pilot is to conduct a thorough debrief with the assessed pilot. A full discussion of any perceived deficiencies should be undertaken. Any criticisms related to the assessed pilot's performance should be provided as constructively as possible.

The debrief must include a discussion about any Performance Elements graded as 'Unsatisfactory', or 'Satisfactory with Deficiencies' on any Performance Criteria. In such instances, the Check Pilot must advise the assessed pilot the reason for the grade. Discussions should be consistent with the comments indicated in the respective Performance Criteria sheet.

Where an Overall Assessment of 'Unsatisfactory' is recorded, this is to be clearly articulated to the assessed pilot, who is also to be advised of the actions intended to be taken by the respective Pilotage Provider.

### **Potential Remedial Training**

Overall Assessments of 'Unsatisfactory' or 'Satisfactory with Deficiencies' necessarily require a remedial training plan to be developed for the assessed pilot. The remedial training plan should be structured to address those specific Performance Elements which gave rise to the Overall Assessment result.

Where a remedial training plan is required, this is to be agreed between:

- AMSA, the Pilotage Provider and the assessed pilot (for Overall Assessments of 'Unsatisfactory'), or
- the Pilotage Provider and the assessed pilot (for Overall Assessment of 'Satisfactory with Deficiencies'), keeping AMSA informed.

If appointed, the Pilotage Provider's dedicated 'Training Officer' together with the assessing check pilot should be closely involved with the development of a remedial training plan as required.



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## **Post Voyage Administration**

On completion of the Check Voyage, both the check pilot and the assessed pilot are to sign the Declaration Page of the checklist. The original signed copy of the completed checklist (and any accompanying documentation) is to be provided to AMSA in accordance with information provided on page 3 of this document.

A copy of the completed checklist is to be retained by the assessed pilot.

A copy of all paperwork regarding each individual performance assessment undertaken is to be retained by the check pilot and the Pilotage Provider for a period of at least two years.

## **Legal Liability**

In undertaking a Check Pilot voyage, the check pilot is carrying out a task required by MO54. As a licence-holder under the Marine Order, the check pilot is liable to possible regulatory action should any part of the check pilot process be deliberately false or misleading. Potential regulatory actions are detailed in MO54 Subdivision 6.5 (Regulatory action). A coastal pilot who is subject to a Check Voyage is also liable to similar regulatory action.

In addition, it is a criminal offence to provide fraudulent information or documentation to a Commonwealth agency in meeting a requirement to provide that information or documentation. Penalties on conviction include imprisonment and/or substantial fines.

AMSA is committed to ensuring that coastal pilotage is undertaken by appropriately skilled and experienced persons and will take the necessary steps to ensure that statutory requirements are being implemented appropriately.

## **Contact AMSA**

Please contact AMSA's Principal Advisor - Coastal Pilotage for any queries or comments regarding these Guidance Notes:

Principal Advisor - Coastal Pilotage  
Australian Maritime Safety Authority  
PO Box 10790  
Adelaide Street  
BRISBANE, QLD 4000

Email: [coastal.pilotage@amsa.gov.au](mailto:coastal.pilotage@amsa.gov.au)



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## 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 (Circle or delete as appropriate)

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?



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**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)?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 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)?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3

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

^PERFORMANCE SUMMARY EVALUATION PC1:	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
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**COMMENTS**

<sup>^</sup>See page 7 for Performance Grade definitions and Performance Summary Evaluation methodology.



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**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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
* 2.2 - Did the pilot conduct a Master / Pilot Exchange (MPX) in accordance with the respective Pilotage Provider's approved MPX Checklist?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3

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

^PERFORMANCE SUMMARY EVALUATION PC2:	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
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**COMMENTS**

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<sup>^</sup>See page 7 for Performance Grade definitions and Performance Summary Evaluation methodology.



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**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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
*	3.4 - Did the pilot apply known gyro and/or compass errors throughout the voyage, if required?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> N/A
	3.5 - Did the pilot apply 'set and drift' corrections to ensure the vessel remained on track throughout the voyage?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
*	3.6 - Did the pilot indicate relevant cross-track error information to the bridge team throughout the voyage as required?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
	3.7 - Did the passage plan include information about radar usage requirements including parallel indices & clearing ranges?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
*	3.9 - Did the passage plan describe areas where potential currents and/or tidal streams may be significant?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> N/A
	3.10 - Did the passage plan describe the location of preferred anchorages which may be required throughout the voyage?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> N/A
	3.11 - Did the passage plan reflect any areas where hand steering is intended / required?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	

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

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

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

<b>^PERFORMANCE SUMMARY EVALUATION PC3:</b>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
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**COMMENTS**

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





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**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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> N/A
	4.3 - Did the pilot have access to official tidal (and tidal stream) data?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
	4.4 - Did the pilot possess the latest Maritime Safety Information (MSI) as required for the intended voyage?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
	4.5 - Could the pilot access all relevant publications and resources on electronic devices using battery power alone?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	

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

<b>^PERFORMANCE SUMMARY EVALUATION PC4:</b>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
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**COMMENTS**

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



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**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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
5.2 - Did the pilot correctly complete the commencing and ceasing duties reports in accordance with MO54 requirements?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
* 5.3 - Did the pilot maintain a listening watch on VHF Channel 16 throughout the voyage (with ample volume)?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
5.4 - Did the pilot utilise the correct REEFVTS sector channel (11 or 14) as required throughout the voyage?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 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)?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> N/A
* 5.7 - If a maritime incident (or suspected incident) occurred, did the pilot make the necessary report to REEFVTS?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> N/A

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

<b>^PERFORMANCE SUMMARY EVALUATION PC5:</b>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
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**COMMENTS**

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<sup>^</sup> See page 7 for Performance Grade definitions and Performance Summary Evaluation methodology.



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**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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
• Use Standard Marine Communication Phrases?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
* • Verify the application of all helm and engine orders?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
• Promote a 'challenge & response' bridge environment?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
* • Conduct 'active monitoring' (of bridge systems etc.)?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
• Delegate tasks / activities (if / when required)?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> N/A
6.2 - Did the pilot demonstrate an ability to establish an effective rapport / good working relationship with the Master / crew?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
6.4 - Did the pilot clarify the respective roles and expected responsibilities of the pilot, Master and crew?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
6.5 - Did the pilot establish an effective 'shared mental model' amongst the Master and bridge team throughout the voyage?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
6.6 - Did the pilot demonstrate an appreciation of 'cultural sensitivities' associated with the Master / crew (if applicable)?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> N/A

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

Continued overleaf.....



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**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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> N/A
6.9 - Can the pilot describe contingencies which can be applied to address risks posed by complacent crew and/or over-familiarity?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	

^PERFORMANCE SUMMARY EVALUATION PC6:	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
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**COMMENTS**

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



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**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)?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> N/A
	7.6 - Before taking rest, did the pilot advise the OOW of procedures in the event of reduced visibility?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> N/A
	7.8 - Did the pilot set a personal timer / alarm clock associated with the immediate period of rest?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> N/A

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

*Continued overleaf.....*



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**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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> N/A

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

^PERFORMANCE SUMMARY EVALUATION PC7:	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
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**COMMENTS**

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



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

PC8 ELEMENTS	^PERFORMANCE GRADE			
<p>8.1 - Can the pilot describe appropriate considerations and actions required in the following scenarios?</p> <p><b>Note:</b> 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.</p>				
<ul style="list-style-type: none"> <li>Navigation equipment failure / degraded mode navigation (including GPS / AIS / UKCM / ECDIS / radar failure etc.).</li> </ul>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
<ul style="list-style-type: none"> <li>Ship emergencies (including main engine failure / generator failure / steering gear failure / fire / etc.).</li> </ul>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
<ul style="list-style-type: none"> <li>Vessel traffic conflicts (including options to deconflict traffic and actions in the event of a near miss / collision).</li> </ul>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
<ul style="list-style-type: none"> <li>Proceeding to anchor / weighing anchor (including both planned and emergency anchoring requirements).</li> </ul>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
<ul style="list-style-type: none"> <li>Cyclone avoidance (including seasonal risks and specific navigation requirements).</li> </ul>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
<ul style="list-style-type: none"> <li>UKCM system unavailability (including use of hard-copy transit plan and/or back-up tool).</li> </ul>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> N/A
<p>* 8.2 - Is the pilot able to demonstrate appropriate local area knowledge (including the use of virtual &amp; 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?</p>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	

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

Continued overleaf.....



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**PC8 – CONTINGENCY PLANNING *CONTINUED***

<b>ACTUAL CONTINGENCIES (IF APPLICABLE)</b>		
<b>8.3 - Did any <i>actual</i> extraordinary situation(s) or contingencies occur during the Check Voyage?</b> If 'YES', describe the situation(s) and the pilot's reactions below.	<input type="checkbox"/> YES	<input type="checkbox"/> NO

<b>^PERFORMANCE SUMMARY EVALUATION PC8:</b>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
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**COMMENTS**

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<sup>^</sup> See page 7 for Performance Grade definitions and Performance Summary Evaluation methodology.





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**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?  <b>For example:</b> Did the pilot verify the gyro error as reported during MPX or otherwise determine the gyro error?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 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.).	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 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.)	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> N/A
	9.4 - Is the pilot able to demonstrate an understanding of the vessel's ECDIS sensor inputs and their accuracies?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> N/A
*	9.5 - Did the pilot ensure the vessel's position as displayed in ECDIS was actively monitored?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 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)?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 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.)?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 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)?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> N/A

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

*Continued overleaf.....*



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**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)?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
<b>*</b> 9.10 - Did the pilot make effective use of the vessel's radar(s) throughout the voyage (including via delegation)? <b>Note:</b> Consider effective tuning, target detection / monitoring, use of appropriate range scale, appropriate band selection etc.	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
9.11 - Did the pilot verify the vessel's AIS speed input source is set to GPS (and not the vessel's log)? <b>Note:</b> This is particularly relevant for transits of POWC where use of the UKCM system is required.	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3	
9.12 - Did the pilot utilise all available equipment in a balanced manner (and not over-rely on any single piece of equipment)?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 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).

<b>^PERFORMANCE SUMMARY EVALUATION PC9:</b>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
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**COMMENTS**

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<sup>^</sup> See page 7 for Performance Grade definitions and Performance Summary Evaluation methodology.



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**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)?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	10.2 - Is the pilot familiar with the content of all current Pilot Advisory Notes (PANs)? <b>Note:</b> Check Pilots are to verify the assessed pilot's understanding of a selection of current PANs.	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	10.3 - Can the pilot describe what constitutes a marine incident for the purposes of MO54?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	10.4 - Can the pilot demonstrate a thorough understanding of the marine incident reporting requirements described in MO54?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	10.5 - Can the pilot demonstrate an operational understanding of relevant sections of the International Regulations for Preventing Collisions at Sea (COLREGs)? <b>Note:</b> 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: <ul style="list-style-type: none"><li>• Rule 3 – General definitions</li><li>• Rule 6 – Safe speed</li><li>• Rule 7 – Risk of collision</li><li>• Rule 8 – Action to avoid collision</li><li>• Rule 9 – Narrow channels</li><li>• Rule 18 – Responsibilities between vessels</li><li>• Part C – Lights and shapes etc.</li></ul> <b>Important:</b> Please detail which areas of the COLREGs were covered by this question in the comments section overleaf.	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3

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

*Continued overleaf.....*



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**PC10 – PILOT LICENCE CONDITIONS & LEGAL REQUIREMENTS *CONTINUED***

<b>PC10 ELEMENTS (Continued)</b>		<b>^PERFORMANCE GRADE</b>		
*	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)?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 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?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	10.9 - Can the pilot define the 'optimal core rest period' and an 'optimal nights rest', as specified in the default FRMP?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
	10.10 - Can the pilot describe the leave requirements specified in the default FRMP?	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3

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

<b>^PERFORMANCE SUMMARY EVALUATION PC10:</b>	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
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**COMMENTS**

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



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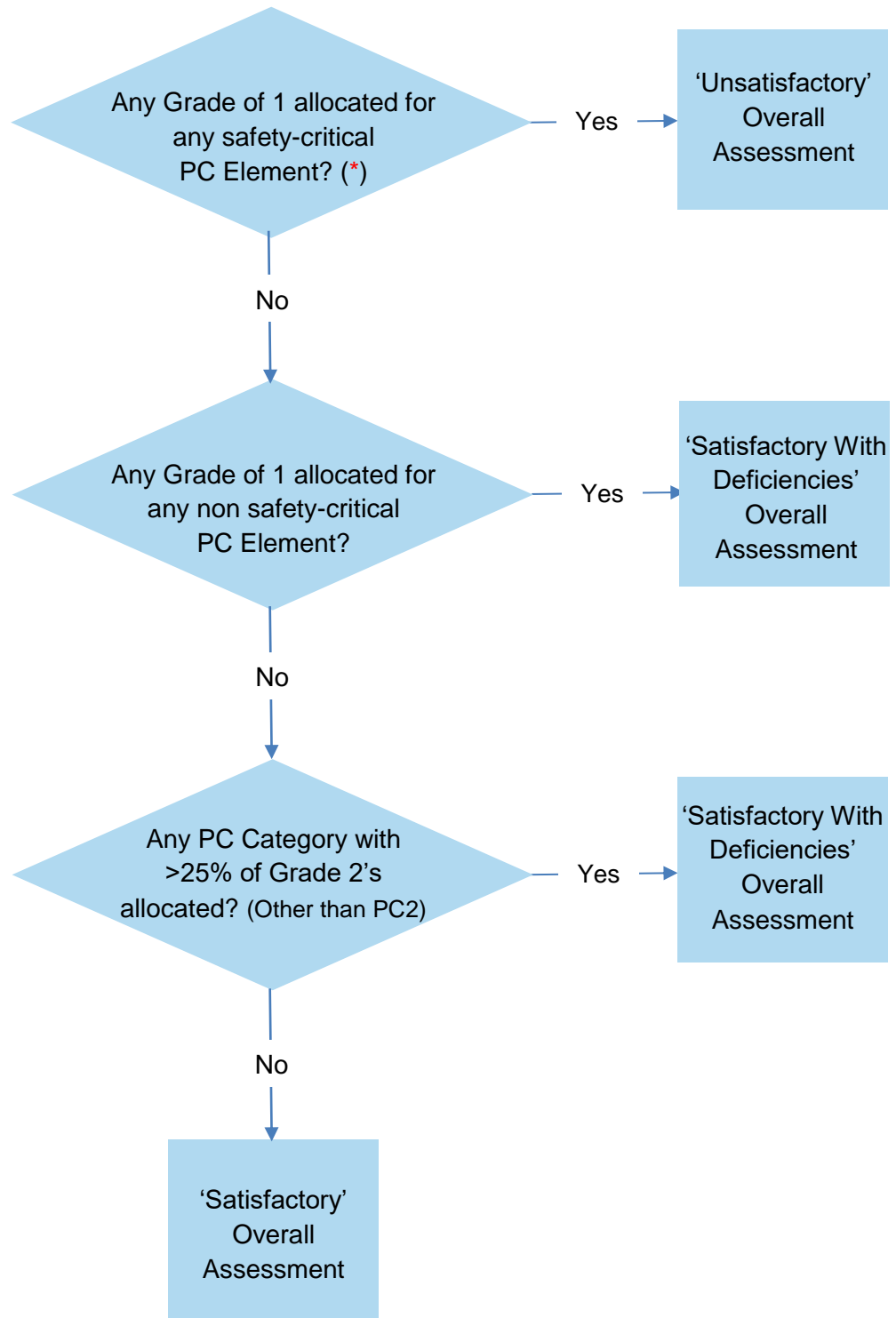
## **ADDITIONAL COMMENTS**

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

<b>PC</b>	<b>COMMENTS</b>



## PILOT PERFORMANCE SUMMARY FLOW-CHART





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## SUMMARY OF PILOT PERFORMANCE

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

<b>OVERALL ASSESSMENT RESULT</b> (see pages 7 & 8 for methodology).	<input type="checkbox"/> 1	<input type="checkbox"/> 2	<input type="checkbox"/> 3
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**LEGEND:** ☐ 1 Unsatisfactory  
☐ 2 Satisfactory with Deficiencies  
☐ 3 Satisfactory

