


Reference	HM-5	Issued	1/22/2024	Owner	Spain, Cathryn
Version	3	Review Due	1/22/2025	Author	Kindlen-Funnell, L
Type	Form	Classification	INTERNAL - CONFIDENTIAL		
	Practical Examination - Pilotage Exemption Certificate Holder				Page 1 of 4

To be carried out on Inward Voyage Only
Please see accompanying notes within [HM-2](#)
Once completed and signed by Assessor and DPC please scan and email to
PEC@pla.co.uk

Candidate Name		
PEC Number		
Photo/Identification Seen	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Pilot Assessor Name		
Pilot Assessor Number		

FOR A 5 YEARLY RENEWAL - IF THE PEC HOLDER FAILS THE ASSESSMENT, THE PEC MUST BE SUSPENDED IMMEDIATELY

Vessel:	LOA:	Draught:
Date and Time:		
Joining At:		
Route:		

ASSESSMENT (Please Indicate)
 AREA(S)

Up-to-date PLA Notices to Mariners Sighted: YES/NO

1. Passage Plan

Passage Plan Prepared	Yes	No	
Acquiring 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
Assessor's Comments			

2. Assessing Onboard Standards and Deficiency Reporting

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
Assessor's Comments			

3. PEC/Pilot Relationship and Bridge Team Integration

PEC/Pilot Exchange	Considered Competent	Yes	No
Assessment of any Bridge Team Limitations	Considered Competent	Yes	No
Bridge Team Integration	Considered Competent	Yes	No
Assessor's Comments			

4. Communication and Reporting Requirements

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
Co-operation with other Port Officers and Users	Considered Competent	Yes	No
Assessor's Comments			

5. Transiting the Pilotage District

Determining the vessel's position	Considered Competent	Yes	No
Monitoring the vessel's progress	Considered Competent	Yes	No
Assessor's Comments			

6. Vessel Manoeuvring

Manoeuvring in different locations and conditions	Considered Competent	Yes	No	N/A
Discussion with Tug Master	Considered Competent	Yes	No	N/A
Vessel speed and position before manoeuvre	Considered Competent	Yes	No	N/A
Working with tugs	Considered Competent	Yes	No	N/A
Assessor's Comments				

7. Consideration of and Dealing with the Unexpected

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	N/A
Assessors Comments				

8. Professional Conduct and Development

Maintenance of professional standards	Considered Competent	Yes	No
Discussion with Tug Master	Considered Competent	Yes	No
Vessel speed and position before manoeuvre	Considered Competent	Yes	No
Working with tugs	Considered Competent	Yes	No
Assessor's Comments			

Assessor's General Comments (if any)
Recommend for Approval:

Signed:

Number:

Date:

Candidate's Comments (if any)

Candidate's Signature

Date:

DPC's General Comments (if any)

DPC/VTS Recommend for Approval: YES/NO

Signed:

Date:

Form must be scanned and sent to pec@pla.co.uk asap for processing.