

*Rhode Island Pilot Commission*  
 APPRENTICE PILOT EVALUATION REPORT  
 (1/1/17)

APPRENTICE NAME: \_\_\_\_\_ DATE: \_\_\_\_\_ ON: \_\_\_\_\_ OFF: \_\_\_\_\_  
 TRIP (State) NUMBER: \_\_\_\_\_ (Circle each that applies)  
 OBSERVED ONLY, PILOTED, DOCKED, UNDOCKED, ANCHORED.  
 APPRENTICE PILOTED FROM : \_\_\_\_\_ TO: \_\_\_\_\_  
 \*Mark any grade N/A if it was not applicable to the transit. (Example # 25: If visibility was good for the transit)

VESSEL'S NAME: \_\_\_\_\_ Pilot of record: \_\_\_\_\_  
 FROM : \_\_\_\_\_ TO: \_\_\_\_\_  
 IMO No: \_\_\_\_\_ GRT/NRT: \_\_\_\_\_  
 Metric/Feet LOA: \_\_\_\_\_ BREADTH: \_\_\_\_\_ MOLDED DEPTH: \_\_\_\_\_ DRAFT: \_\_\_\_\_  
 WIND: \_\_\_\_\_ CURRENT: \_\_\_\_\_ TIDE: \_\_\_\_\_

<u>ATTITUDE AND DEMEANOR</u>	S	N	U	REMARKS
1. Attire suitable for particular job and reports on time.				
2. Wearing proper safety equipment as required.				
3. Attitude toward office personnel, boat crews, other apprentices, agents, tug crews, ship's officers and crew.				
4. Alertness during briefings (MPX) and while observing other pilots handle the vessel.				

<u>VOYAGE PLANNING</u>	S	N	U
5. Familiar with tide, current, and weather expected during the transit.			
6. ETA's and distances known.			
7. Knows dangers on route and safety margins.			
8. Familiar with all anchorages and their limitations en route.			
9. Under keel clearances and air drafts calculated.			
10. Major lights and buoys known. Including light characteristics, sound signals and dangers they mark.			
11. Local knowledge of published ranges, depths, navigational aids and currents.			

S=SATISFACTORY N= NORMAL PROGRESS U=UNSATISFACTORY

<u>PILOTING SKILLS (Leave blank if apprentice only observed)</u>	S	N	U
12. Master/Pilot Exchange. (MPX)			
13. Meeting vessels anticipated and passed safely in a narrow channel. (Requires moving off the channel center line or mark N/A)			
14. Proper VHF procedures and security calls made			
15. Master, mates and engine room kept informed.			
16. ETA's maintained or updated and office informed.			

17. Proper helm orders given.			
18. Position fixed and proper methods used.			
19. Margins of safety maintained. (Speed and position)			
20. Parallel indexing used.			
21. Safe speed maintained			
22. Lights and aids properly identified			
23. Proper use of bridge personnel			
24. Bridge presence			
25. Restricted visibility procedures done properly.			
26. Rules of the Road observed			
27. Resourcefulness exhibited when required			
28. Adaptability exhibited when required			

**SHIPHANDLING SKILLS**

**S N U**

29. Practical knowledge of basic ship handling principles			
30. Ability to maintain vessel in safe position			
31. Assessment of approach speeds			
32. Assessment of vessels position when stopping or turning			
33. Assessment of the effects of wind and current			
34. Use of tugs, anchor, or thruster to best advantage			
35. Use of mooring lines to best advantage and vessel well secured.			
36. Practical knowledge of basic tug make-ups and limits. Tug safety.			

**PILOT LADDER SAFETY**

**S N U**

37. Proper lee established for the safety of the pilot & vessel			
38. Proper communication with Master & pilot boat			
39. Pilot ladder checked. Proper care and patience in transfer			

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**OVERALL SKILL LEVEL (CIRCLE ONE)**

**PROFICIENT** (Supervising pilot/or vessel master was never concerned during any part of the transit. Based on this transit, apprentice would be approved for solo and recommended for probationary license)

**SAFE** (Not yet proficient, was able to complete transit without coaching, but needs more practice to prove proficiency)

**NORMAL PROGRESS** (Required coaching as would be expected at this level of experience)

**UNSATISFACTORY** (Was relieved of the conn too many times, or showed no potential to be a pilot and should be considered for termination from RI State apprentice status)

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SUPERVISING PILOT