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: _______________

ATTITUDE AND DEMEANOR

1. Attire suitable for particular job and reports on time.  S  N  U

2. Wearing proper safety equipment as required.  S  N  U

3. Attitude toward office personnel, boat crews, other apprentices, agents, tug crews, ship’s officers and crew.  S  N  U

4. Alertness during briefings (MPX) and while observing other pilots handle the vessel.  S  N  U

VOYAGE PLANNING

5. Familiar with tide, current, and weather expected during the transit.  S  N  U

6. ETA’s and distances known.  S  N  U

7. Knows dangers on route and safety margins.  S  N  U

8. Familiar with all anchorages and their limitations en route.  S  N  U

9. Under keel clearances and air drafts calculated.  S  N  U

10. Major lights and buoys known. Including light characteristics, sound signals and dangers they mark.  S  N  U

11. Local knowledge of published ranges, depths, navigational aids and currents.  S  N  U

PILOTING SKILLS (Leave blank if apprentice only observed)  S  N  U

12. Master/Pilot Exchange. (MPX)  S  N  U

13. Meeting vessels anticipated and passed safely in a narrow channel. (Requires moving off the channel center line or mark N/A)  S  N  U

14. Proper VHF procedures and security calls made  S  N  U

15. Master, mates and engine room kept informed.  S  N  U

16. ETA’s maintained or updated and office informed.  S  N  U
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

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

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<td>37. Proper lee established for the safety of the pilot &amp; vessel</td>
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<td>38. Proper communication with Master &amp; pilot boat</td>
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<td>39. Pilot ladder checked. Proper care and patience in transfer</td>
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S=SATISFACTORY   N= NORMAL PROGRESS  U= UNSATISFACTORY

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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)

__________________________
SUPERVISING PILOT