

Training log

Cadet PEC



Owner name: _____

For logging of coastal navigation training on board the following vessels:

and the following fairways:

Check out: "Evalueringsskjema_farledsbevisprøven" at www.kystverket.no

This training log may be attached to the captain's declaration during the application for an ordinary Pilot exemption certificate (PEC).

You may hold both a Cadet PEC as well as an ordinary PEC, be aware that the Cadet PEC only lasts for 3 years and may not be renewed.

The Norwegian coastal administration Jan 2012 (Based on preversion by Farstad Shipping),
Centre for Pilotage and VTS

Nr.	The holder of the Cadet PEC is competent and have experience within/covering:	Date	Signature og Stamp
1	The vessels particulars, including length draught and width as well as the method for assessing freeboard and air draught		Master
			Cadet
2	The use of the vessels aids to navigation including the equipments capabilities and limitations.		Master
			Cadet
3	The vessels maneouvering capabilities and limitations. Turn radius and stopping distances.		Master
			Cadet
4	Operation of the vessels maneouvering equipment, its capabilities and limitations		Master
			Cadet
5	Operating the vessels means of propulsion, knowing its capabilities and limitations.		Master
			Cadet
6	The types of cargo the vessel is certified to load and transport.		Master
			Cadet
7	Have knowledge of the English language according to IMO's "STANDARD MARINE COMMUNICATION PHRASES".		Master
			Cadet
8	Regulation regarding mandatory rest periods, and that it is the Captains PEC that sets the boundaries of where the vessel is allowed to sail within the area of mandatory pilotage.		Master
			Cadet
9	Regulations regarding dangerous and polluting cargo (ref. SOLAS og Marpol) according to the regulation regarding mandatory pilotage		Master
			Cadet
10	Regulation regarding general and special conditions when using a PEC. As given on www.kystverket.no		Master
			Cadet
11	Regulations regarding to manage bridge resources, lookout Officer of the watch. The captain instructions about sailing inshore/visibility		Master
			Cadet

12	Practice the best and most complete cooperation and communication between the personell manning the bridge during coastal/inshore voyages. (Planning, tasking and role-distinction, BRM) ¹ , jf. STCW den A-II		Master
			Cadet
13	Practice the best and most complete cooperation and communication between the personell manning the bridge, the engine(s) and other parties involved in the safety of the ship during ship operations. (CRM) ² , jf STCW koden A-II		Master
			Cadet
14	The "Regulation relating to maritime traffik in specific waters", hereunder the use of tugs and escort-vessels.		Master
			Cadet
15	The different regulation for harbours and ports of call along the actual fairway(s)		Master
			Cadet
16	Planning techniques for coastal voyages, establishing sufficient safetymargins according to the fairway, placing waypoints.		Master
			Cadet
17	The topography of the fairway, and its effects on this ship(s)		Master
			Cadet
18	The navigational markings and lighting, their locations, intentions and limitations they presents.		Master
			Cadet
19	Expected traffic in the fairway, are there normal crossing fairway to take into account during planning?		Master
			Cadet
20	Anchoring possibilities, limitations to the use of anchors in the fairway.		Master
			Cadet
21	Bridges, cables, aquaculture, submerged structures or cables or other objects that maylimit the ability to manouvre the vessel(s).		Master
			Cadet
22	Tides and currents in the fariway		Master
			Cadet

¹ BRM: Bridge Resource Management

² CRM: Crew Resource Management

23	If the fairway represents areas that may produce shallow water effects on the ship: how to avoid or reduce these effects on the vessel.		Master
			Cadet
24	Wind or conditions affecting visibility that are special for the area/fairway		Master
			Cadet
25	Local conditions in the ports of call along the fairway that represents a hazard to the maneuvering of the vessel(s). What limitations does this put upon the operations of vessels in those ports?		Master
			Cadet
26	Reporting regulations. Communications that are mandatory to keep watch on, channels etc.		Master
			Cadet
27	Maritime readiness in the fairway, including the availability of emergency tug services.		Master
			Cadet
28	Navigational maps for the fairway(s), validity, measurement standards, limitations, special information in the map. Applies to both paper and electronic charts.		Master
			Cadet
29	VTS, what they represent. What channels to keep watch of and what are the reporting regimes. The VTS area of responsibility.		Master
			Cadet
30	Traffic separation systems in the Fairways, their geographical boundaries and how to pass through them.		Master
			Cadet
31	Where to obtain permit and information when an accident occurs and there is a need to ground the vessel or in an emergency call upon a port.		Master
			Cadet

The training is assessed to be complete (date):

Masters signature and the ships stamp

The Cadet's signature