

**PILOT – MASTER
RELATIONSHIP IN
ELECTRONIC WORLD**

- The basic rule is that the master is responsible for the navigation of the ship and the pilot is an adviser to the master with limited responsibilities depending upon different countries and ports.

Ship's side

- reliable systems for fixing the ship's position;
- reliable means of communication between ship and shore;
- electronic charts;
- radars
- etc.

Pilot's side

- portable pilot units;
- improved systems for measuring distances;
- etc

Personnel on board the ships

- decrease of the required experience to obtain professional qualification at sea or to pass from one degree to the higher one;
- work at sea is more intensive;

Maneuvering in port

- The situation with the interaction and responsibility on board when the ship is maneuvering in port is more or less the same like in the old times;
- The master / pilot should rely on his/her own eye estimation and to react on spot;
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Maneuvering in port

- The present crisis in shipping industry is forcing ship owners to seek for cheaper manpower which leads to employment of substandard or low standard crew members with poor knowledge of English;
- In normal situation maybe it works and owners save money but in critical situation the time and punctuality in reaction is crucial;
- Master and pilot should be prepared to react properly in time and the rest of the crew and port services providers should follow their orders strictly.

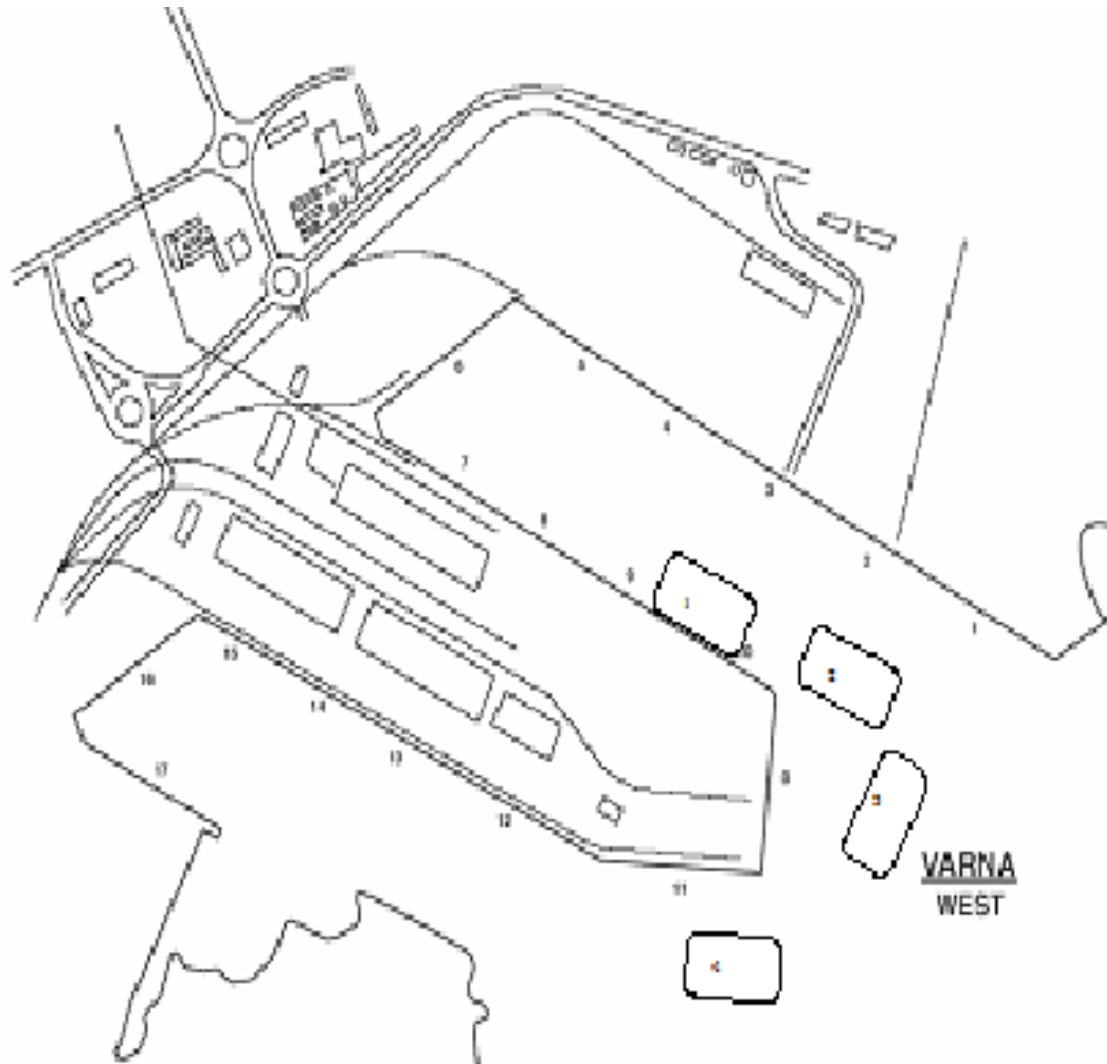
Maneuvering in port

- Officially on paper all is well organized
- We have IMO standard vocabulary
- the masters and crew are STCW certified
- the ships are regularly inspected by port and flag state control inspectors

Maneuvering in port

- During the maneuver for departure in the port of Varna West from berth 9 to sea (see the plan below) we had Sierra Leone flagged ship with multinational crew consisting of two Syrians – master and chief officer and seven citizens from Azerbaijan. The master pilot exchange form was handed from the pilot to the master, the ship master confirmed ship's readiness for departure. The tug was secured centrally aft and all the lines from the shore had been cast off at around 2200LT.

Maneuvering in port



Maneuvering in port

- The stress for the shipmaster and pilot continued for almost two hours. What was wrong? The captain was inexperienced. He was pushed from the shipowner to sail and thus he underestimated the situation and decided to sail with all the problems and expected boycott in order to satisfy his shipowner. The result was near miss, increased expenses in the port (two tugs extra paid, double pilotage, extra port state control, control formalities, etc.) and extreme stress to both pilot and captain.

Maneuvering in port

- Experienced master would evaluate the situation and even pushed from the shipowner he would not order pilot and tug until the problems would be solved
- Quality shipowner would pay the salaries of the crew in time and thus he would not face such problems on board his ships

Maneuvering in port

- What is the solution?
- I would not say that we should reject paper work
- Pilot – master exchange is useful
- The necessary condition for successful maneuver is the information exchange and preparedness from both the ship and port services
- sufficient condition is all the rest as additional ad hoc information for the details which could not be shown onto the pilot – master exchange form or pilot card and the psychological or mental state of the human element taking part in the maneuver.

Maneuvering in port

- In conclusion we would say that electronics give better situational awareness and more possibilities to evaluate different factors and circumstances influencing the maneuver in port. All the papers required **by International Safety Management Code, International Standardization for Pilot Organizations Code (ISPO Code), SOLAS and other international and local rules and regulations** are useful and helpful but the core factor for successful maneuver in port is still the human element and both pilots and masters have to be trained in use of the new generations of electronics and they should definitely get the necessary experience before taking the responsibility of doing the things and of commanding the ship.

Maneuvering in port

- Thank You for the attention
- Comments or questions?????