

# A marine pilot's perspective

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# Discussion Topics

1. Poor course keeping ability  
on small size vessels
2. Poor propulsion power
3. Over size vessel berthing at the berth

# 1. Poor course keeping ability on small size vessels

- Poor course keeping ability with ship's engine stopped but in considerable speed mostly found at smaller than 10,000 GRT vessels
- Why this happens?

## 2. Poor propulsion power

- Equipment (such as rudder, engine) look like to be optimized for economic sea voyage with less consideration on manoeuvring in port
- Slow acceleration, slow braking  
moves like VLCC

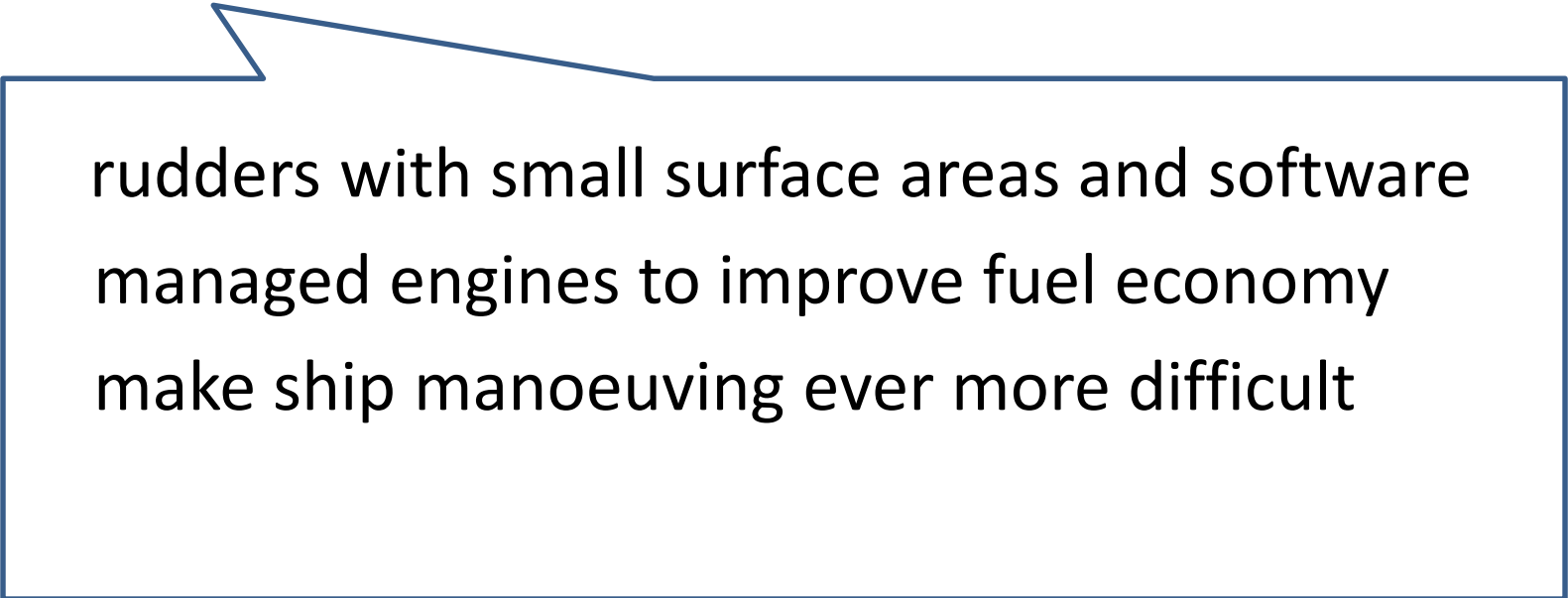
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**LESSONS LEARNED AND SAFETY ISSUES IDENTIFIED FROM THE ANALYSIS  
OF MARINE SAFETY INVESTIGATION REPORTS**

Safe pilotage practice

Submitted by the International Maritime Pilots' Association (IMPA)



rudders with small surface areas and software  
managed engines to improve fuel economy  
make ship manoeuvring ever more difficult

### 3. Over size vessel berthing at the berth

- The port remains same in centuries while ships are becoming bigger everyday. It is a very controversial issue between ship owners and pilots in Korea how big vessel can be taken to the berth safely.
- Pilots say berthing manoeuvre heavier ships than designed capacity of the berth is the additional risk burdened to pilots.

### 3. Over size vessel berthing at the berth

- In your country or port, do you have any system to check the structural strength of the jetty or wharf periodically by any authority ?
- How about fenders and mooring bollards on the berth?

# Ship/port interface rules

- PIANC 121 (harbour approach channels design guidelines, 2014)
- PIANC 153(recommendations for the design and assessment of marine oil and petrochemical terminals, 2016)
- PIANC 184(design principles for dry bulk marine terminals, 2019)
- IMO MSC circular 1101(ship/port interface, Sept 2003)



Thank you for your attention.