2019

Piloting Cruise ships in Shanghai

Shanghai Maritime Pilots' Association

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2 Issues of piloting cruise ships in Shanghai

01

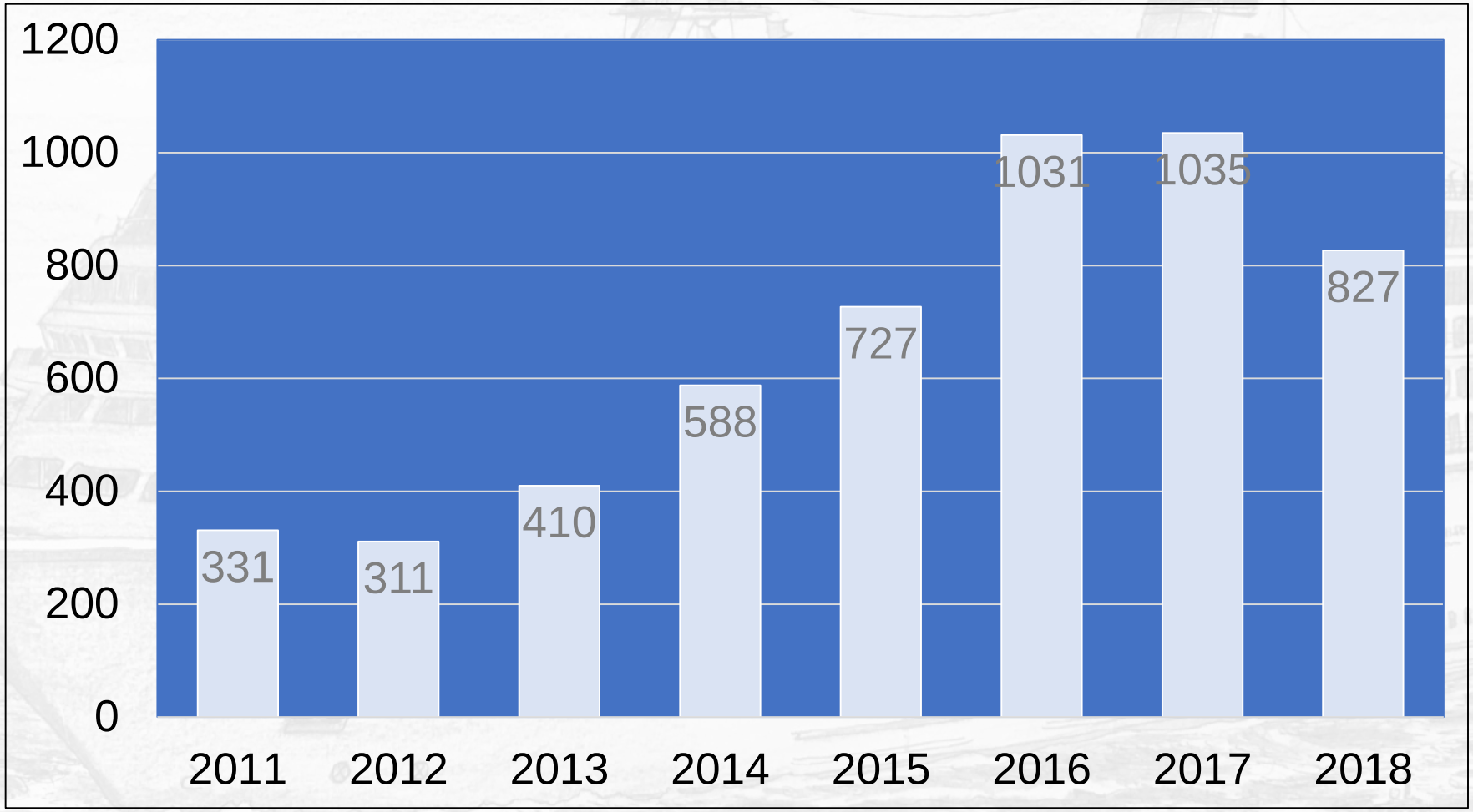
Part one

Overview of piloting cruise ships in Shanghai

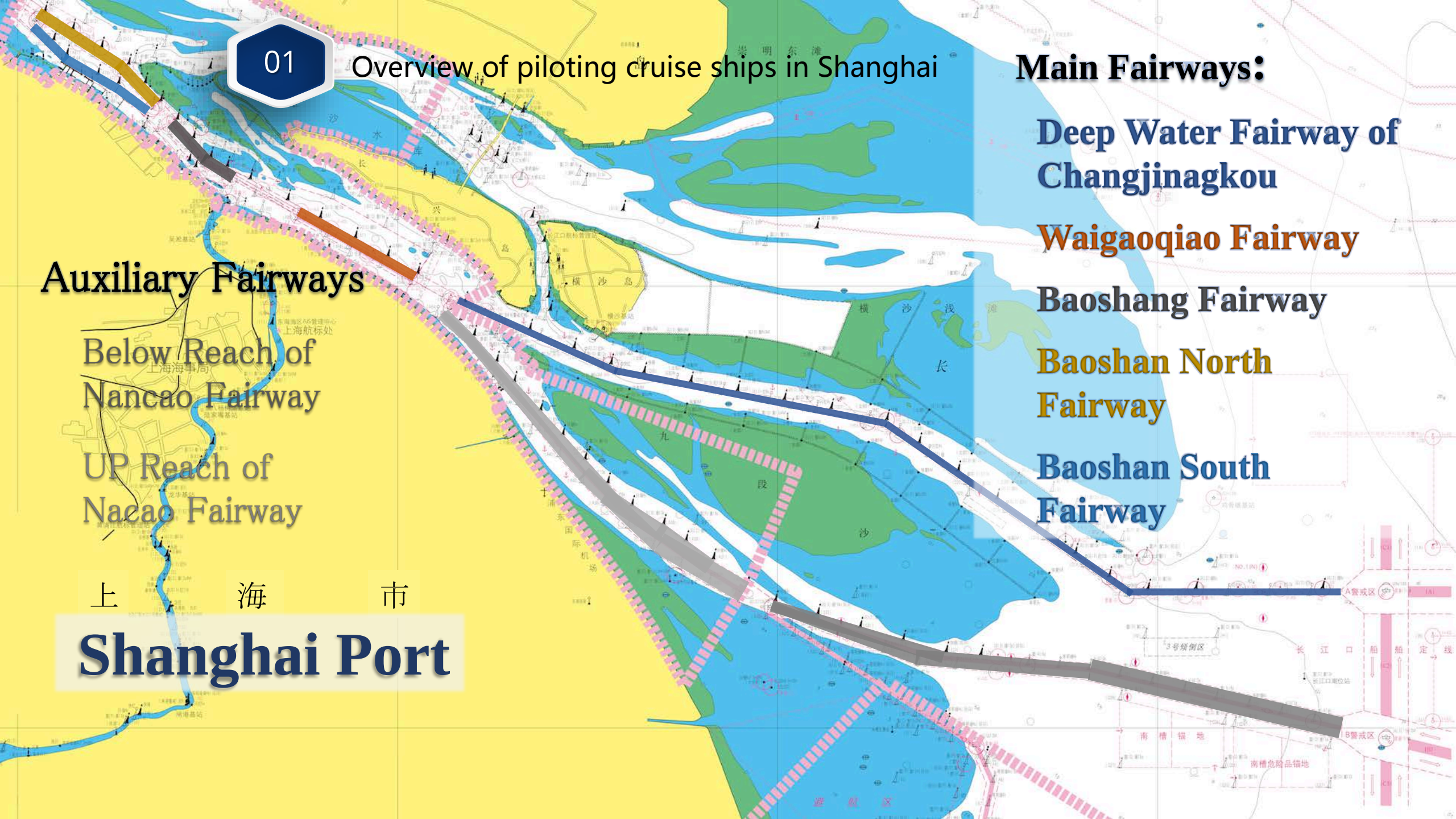
01

Overview of piloting cruise ships in Shanghai

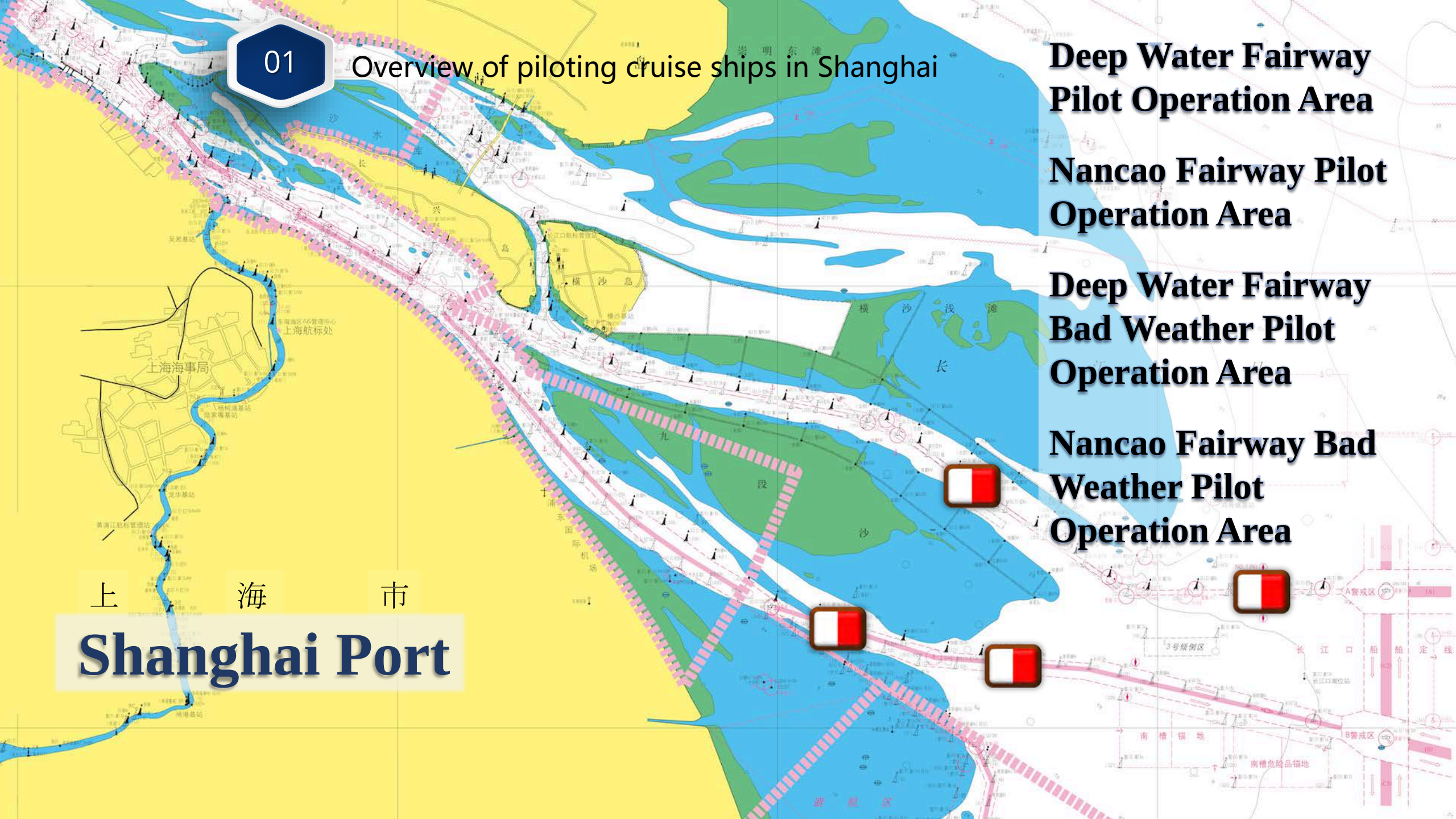
Pilotage Volume



01 Overview of piloting cruise ships in Shanghai



01 Overview of piloting cruise ships in Shanghai



上 海 市

Shanghai Port

01

Overview of piloting cruise ships in Shanghai

Wusongkou International Cruise Terminal

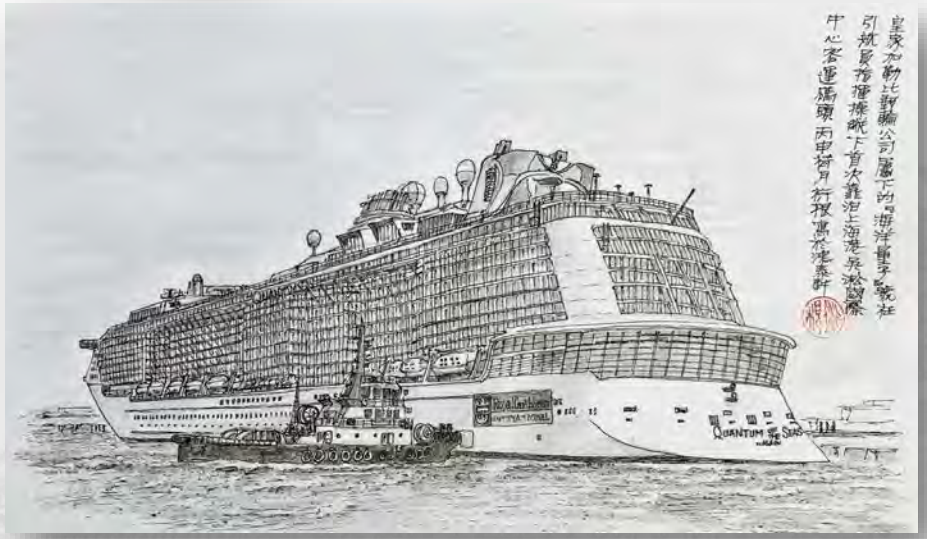
Shanghai Port International Cruise Terminal

上　　海

Shangha

01

Overview of piloting cruise ships in Shanghai



WICT

Home port

SPICT

Port of call

01

02

WICT

Size: huge
Navigational aids: brand-new & advanced
Berthing time: fixed

Podded propulsion or Conventional electric propulsion

SPICT

Size: medium
Navigational aids: ordinary
Berthing time: not fixed

Twin-screw with controllable pitch propellers or either conventional propellers

The pilotage characteristics of cruise ships

Huge size

01

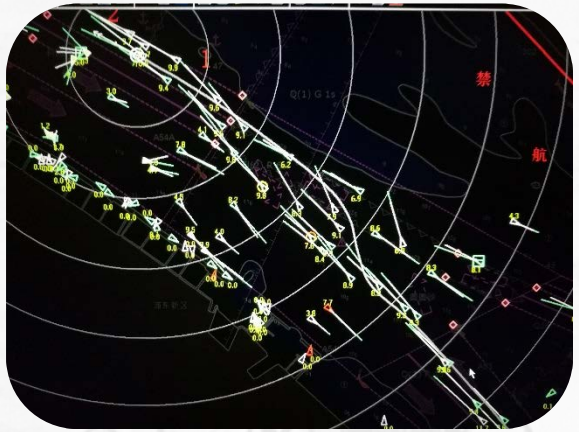
Enormous number of tide-utilizing vessels

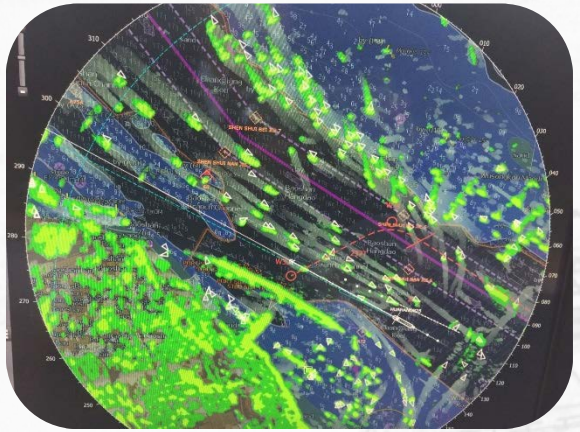
02

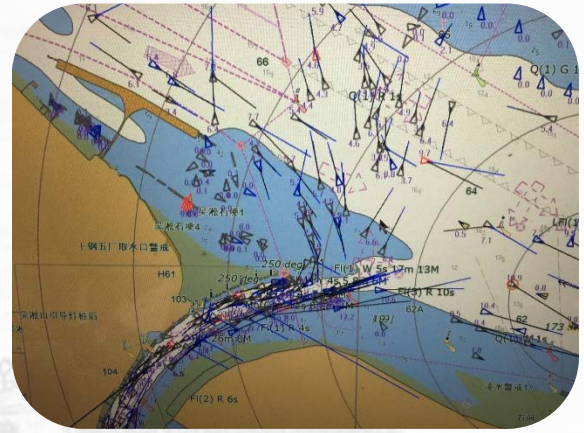
03

Curved and narrow channel

The difficulty in piloting cruise ships in Shanghai







A

The contradiction between the tide-utilizing vessels moving in accordance with the tide time and the cruise ship's scheduled berthing and departure.

Cruise ship is also a motor vessel, which has no priority in avoiding collision, especially when it crosses the channel from berth.

B

02

Part two

Issues of piloting cruise ships in Shanghai

Bettering the seating arrangement on the bridge

Correct understanding to ship navigation aid

01

Never reach the ultimateness

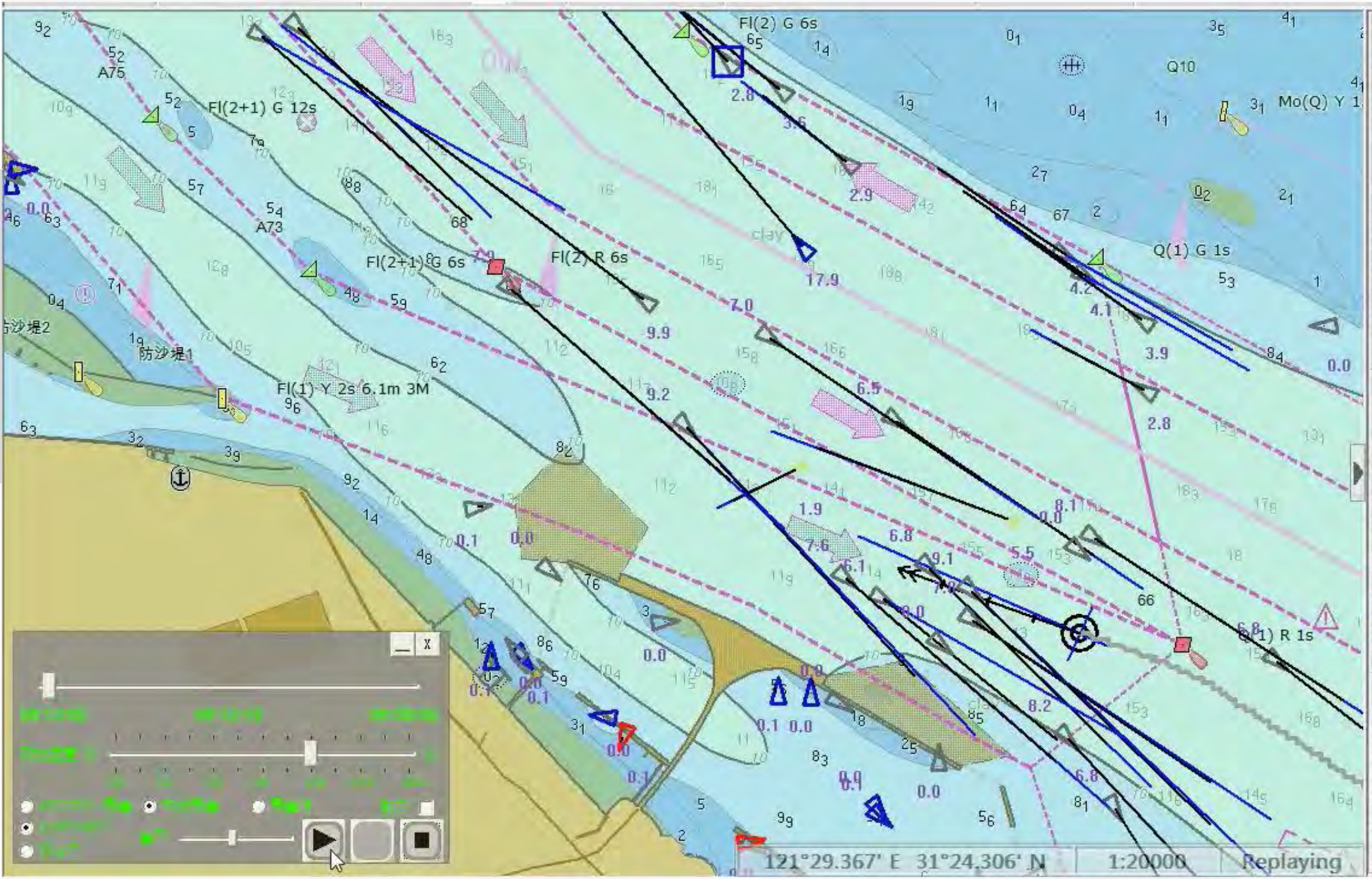
Correct understanding to ship navigation aid

01

Never reach the ultimateness

02

Being aware of the inadequacies of the aid



HDG	294.0°
COG	290.0°
SOG	5.3kn
DFT	8.2m
LON	121°30.990E
LAT	31°24.710N
ROT	
DTG	1.44NM
BTG	253.9°
TTG	03-29 12:29

TARGET A

MMSI	
HDG	
COG	
SOG	
ROT	
RNG	
BRG	
CPA	
TCPA	

TARGET B

MMSI	
HDG	
COG	
SOG	
RNG	

Correct understanding to ship navigation aid

01 Never reach the ultimateness

02 Being aware of the inadequacies of the aid

03 Never be overdependent on ship navigation aid

Never be overdependent on ship navigation aid

A The lack of Situational Awareness

B Lost Shiphandling Skills

Effective integration of bridge resources

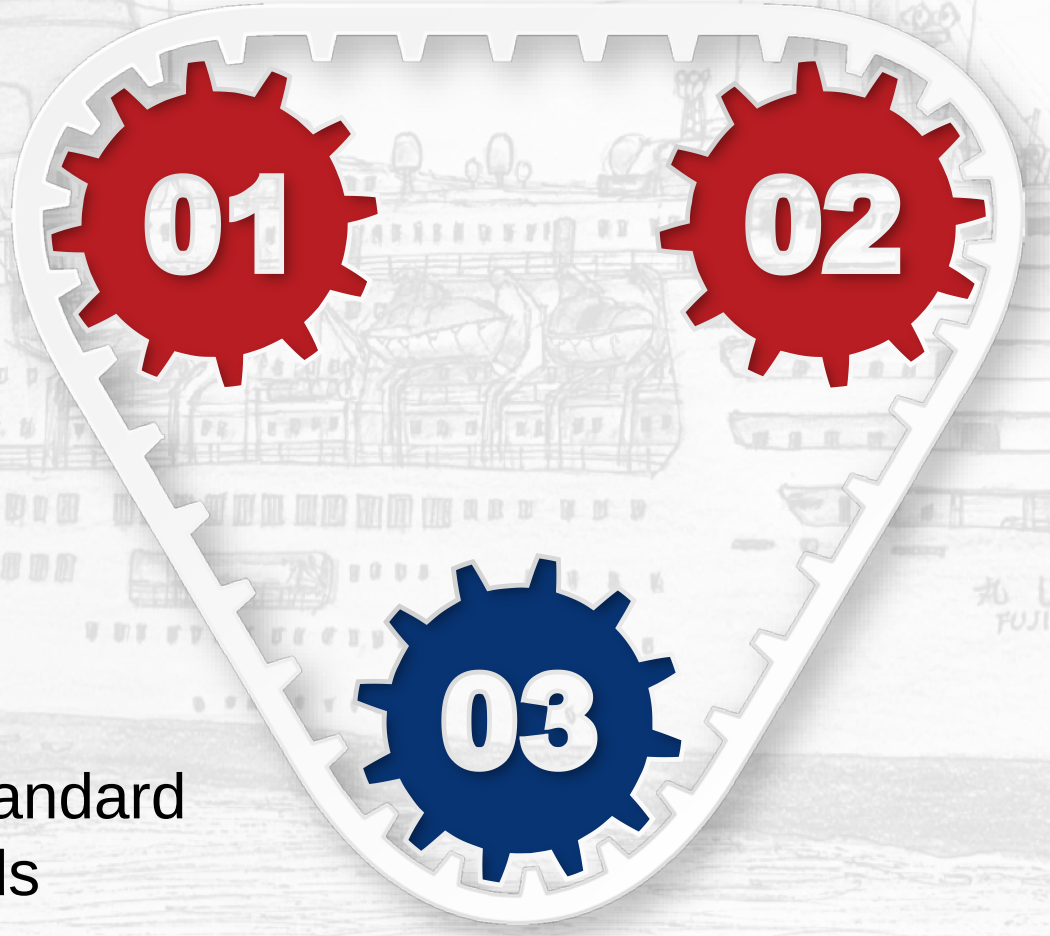
Perfect utilization of BRM based on information symmetry

Communication of the maneuvering plan

Communication of the maneuvering intention

Communication of the maneuvering intention

Thinking aloud

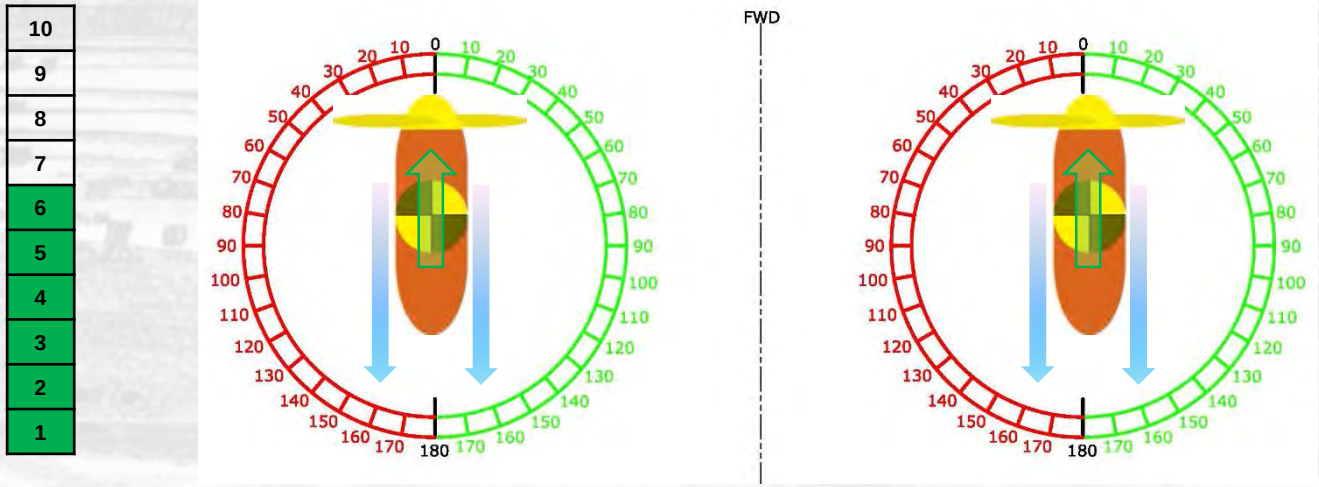


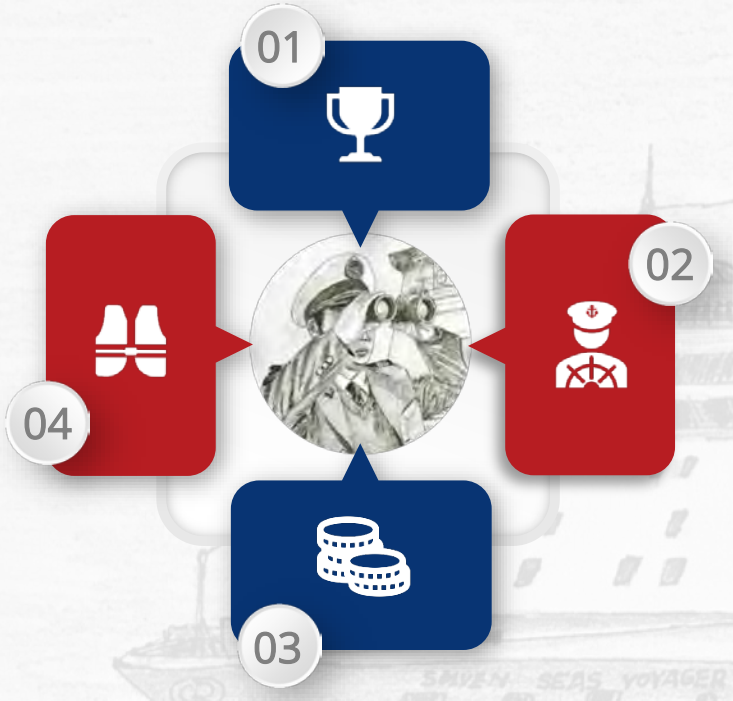
Sometimes the Captains' solutions are not practical

Resolution:
Recommended standard conning commands

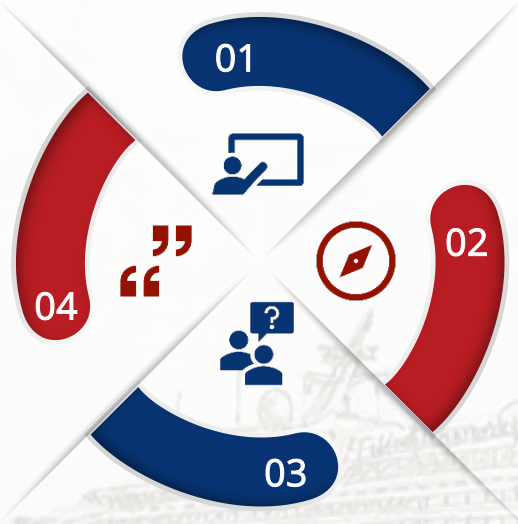
Recommended standard conning commands

Engine Order	Rudder Order	
	System A	System B
Use level from zero to 10 of power in positive or negative direction	Use one pod inbound or outbound relative to the ship's center line with ×× degrees	Use clock setting relative to the ship's bow
e.g. Port Pod Level 6 Positive	e.g. Port Pod inbound 60 degrees	e.g. Port Pod at two o'clock





Safety is always the first priority, certainty, no shortcut.



Discussion or Questions?

2019

THANK YOU !