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because that oil is kept at a temperature of 135-140 degrees. It might be freezing on the deck and railing, but that ship is a heating element in herself. FiLox ??BoARPJA)(? STA-riONI The Tanker reports to Eddy Point at Alpha and Delta bouys (C-A and C-D). The Pilot Boat meets the ship at the Pilot Boarding Station between C-E and C-F, and the Pilot is now responsible for reporting to Eddy Point on reaching C-F. He gives an Estiraa- spon ofA ted Time of Arrival at 6-C. At 6-C he gives an ETA for 10-C, ajid at 10-C an ETA for 14-C. After passing 11-C he takes the ship through a Dogleg Turn:travelling at 320 degrees he alters course to 268 • 52 degrees to Port. At 14-C he gives ETA tor 20-C. Then at bouy 16-C • off Bear Head • he orders a tury to Starboard 37 degrees--268 to 305. 20-C is the last bouy before docking. Depending how close the tanker is to 20-C and considering wind and current conditions' the Pilot will determine how far off he wants to steady the course. He is now 3/4 mile from the berth. It takes a long time for that ship to lose her way so the pilot can get on board. We have a slow pilot boat • 8 knots • so the master of that ship must take action some distance out to slow the ship down to 5 or 6 knots. When you come aboard, you meet the captain and you make sure that certain regulations have been observed • that he's requested a pratique • that his ship is healthy. You should know that be? fore you go on board so you don't become quarantined. We don't follow it all the time but what you should do is give your name| the master will give his name. Give him information whether he'll be going alongside or anchoring. If going alongside, how many tugs, where they'll be located, ask about what type of engine, whether turbine or motor, and with the large ships ask what the maneuvering speed is. For smaller ships we generally ask for seaspeed because that can be a difference of 2 and 3 knots and we can come up with a ship of 20,000 tons faster and save time. But with the large ones you're not interested in saving time. Just a matter of getting there safely. When you're going slow enough you have control of it. That's the gist of what I got from that training in France (Port Revel). Then if it's required for any turning on the helm you can ring Full Ahead, Half Ahead, whatever • and you're getting that increased thrust on your rudder • and those ships handle unbelievably well. They are the best maneuvering ships built, those large ones. Hard to believe, but that's a fact. You ask the master the ship's handling characteristics • and you determine this yourself. A ship coming in when you board her is on a course of 270 degrees. Well, • the first alteration may be 20 degrees working up toward the bouyed channel • 270 to 290 or so • and you have three miles there to see how the ship will handle steering. And of course you have that straight run up the bouyed channel. Then we have a 52 degree turn to port. That is where you really get the feel of what the ship will do • and that is where I make sure • not attempt to at all • I make sure • what I consi- CAPB BRETOI SHOPPING PLAZA SYDNEY RIVER • OPEN DAILY 'TIL 10 P. M. IF YOU TAKE AWAY OUR LOW PRICES YOU'VE GOT A REGULAR DEPARTMENT STORE DEPARTMENT STORES iC Division of the F.W.Woolworth Co. Limited -Cape Breton's Magazine/2