

Bridge operations – a human approach

Film script

Module 1- start local time 11:15:54

Scene

The captain (Capt), third officer (3/O, also referred to as third mate) and helmsman are on the bridge of *NORSEMAN*. The chief officer (C/O) is standing by the forecastle on the radio. Engine room (E/R) is standing by on the radio talkback. The pilot vessel (P/V) can be seen approaching fine on the starboard bow.

Capt: *NORSEMAN* bridge chief officer.
 C/O (radio): Chief officer, bridge, go ahead.
 Capt: Start heaving aweigh please.
 C/O (radio): Aye aye, heaving aweigh. 3 on deck. Cable up and down. Up and down.
 Capt: Thank you.
 E/R (talkback): Bridge engine room.
 Capt: Yes engine room.
 E/R: Engine room standby, ready to go.
 Capt: Thank you chief.

Capt: How's it going third mate? Done all the checklists?
 3/O: Pretty good for the checklists.
 Capt: Oh good.
 3/O: Just sorting out the radar, that was engines all confirmed captain wasn't it?
 Capt: Yep - you had better get yourself ready to go down to the pilot up. The pilot launch is--

[3/O is now concentrating on getting the checklists signed]

P/V: *NORSEMAN* this is pilot vessel *ENDEAVOUR* over.
 Capt: Pilot vessel *ENDEAVOUR*, this is the *NORSEMAN*.
 P/V: Hello sir, I will be with you in two minutes. Can I have the pilot ladder 1.5 metres on the starboard side please?
 Capt: Roger that 1.5 metres starboard side.
 3/O: Here you go captain please sign this and I will get myself down there.
 Capt: Okay, I will call the bosun.
 C/O: Bridge, forward.
 Capt: Yes, yes, forward.
 C/O: 2 on deck, cable up and down.
 Capt: 2 on deck, cable up and down. Thank you - *NORSEMAN* bridge to bosun.
 Bosun (radio): Bosun calling.
 Capt: Hello bosun, rig the starboard side pilot ladder 1.5m above the water.
 Bosun: Okay captain starboard side 1.5m from the water.
 Capt: Yeah the third mate is on his way down.

Bosun: Okay captain.

[11:17:40 Third officer leaves the bridge]

C/O: Bridge, forward.
 Capt: Yes forward.
 C/O: 1 on deck, 1 on deck, cable up and down.
 Capt: 1 on deck cable up and down. Thank you.

[11:19:07 Pilot launch is coming alongside]

C/O: Pilot launch coming on starboard side.
 Capt: Yeah I see him there.
 3/O: Bridge, bridge, third officer.
 Capt: Yes, third officer.
 3/O: Pilot ladder rigged and ready.
 Capt: Thank you.
 3/O: Bridge third mate, that's the pilot launch alongside.
 Capt: Thank you third mate - let me know when pilot is actually on board.
 3/O: Roger.

[Captain is observing the pilot launch coming alongside]

3/O: Okay bridge, that's the pilot on board.
 Capt: Thank you, third mate, thank you.
 C/O: Bridge forward, that's anchor aweigh and sighted and clear.
 Capt: Anchor sighted and clear, thank you forward.

[Captain realises what has been said and looks to port. He now notices the ship has been drifting onto a nearby anchored ship.]

Capt: Oh...oh...right okay we are going to have to go half ahead here helmsman.
 Capt: and...erm, midships.
 Helm: Midships.
 Capt: Oh, full ahead I think, full ahead. This ship is quite close...*[on radio]*...er...second mate, this is *NORSEMAN* bridge, second mate.
 2/O: Yeah this the second mate calling, go ahead.
 Capt: Can you...erm...can you...erm...take a look aft second mate... erm... take a look aft second mate... we seem to be passing the ship rather closely... could you give us a distance?
 2/O: Okay capt, I am going down now. I am going down now.
 Capt: Starboard 10.
 Helm: Starboard 10.
 Helm: 10 degrees of starboard wheel on.
 Capt: Thank you.
 Capt: Midships.

2/O: Bridge second mate.
 Capt: Yes second mate.
 2/O: Captain, we are very close, very close, but at the moment we are just may be passing clear.
 Capt: Port 20.
 Capt: Okay, thank you.
 Helm: Port 20 [pause] 20 degrees rudder on.
 Capt: Hard to port.
 Helm: Wheel is hard to port.
 Capt: Thank you, thank you, wheel is hard to port, thank you.
 Capt: Bridge to second mate, how is it looking now?

[Bow can be seen swinging to port]

2/O: Just coming clear. Just coming clear. Stern is now in line with bow of the other ship. We are coming clear now.
 Capt: Thank you, thank you, second mate.
 Capt: I'm going to bring her to half ahead now helmsman, I think. Just to wait until the pilot gets here.
 Helm: Wheel is still hard to port.
 Capt: Ease to 10...Ease to 10.
 Helm: Ease to 10.
 Helm: 10 degrees port wheel on.

[3 officer and pilot arrive on the bridge]

3/O: Okay Captain, pilots here.
 Capt: Okay third mate, er, er, we are pretty close to the... hello pilot how are you doing sir?
 Pilot: Oh, hello captain.
 Capt: Right we have got a pilot card here for you...erm...here is the pilot card.
 Pilot: Okay...okay...thank you...okay...full ahead, full ahead and 340.
 Capt: Okay, full ahead.
 Pilot: Okay, full ahead now.
 Capt: Just gone full ahead now.
 Pilot: Okay, what's the heading now?
 Helm: 353.
 Pilot: Okay, so we go for 340 please...okay where is the pilot input third mate?
 3/O: Oh, yeah its just down here, you can set up here or here, and the plug is just here
 Pilot: Okay, I'll set up here.
 3/O: That's okay.
 Pilot: Okay.
 Capt: Well pilot.
 Pilot: So captain...I am in a bit of a rush and I have another ship to take and we want to go full ahead. There's no traffic. We are going port side.

Capt: Okay. Okay... port side to.
 Pilot: What's your heading now please?
 Helm: 341.
 Pilot: Steady on 340.
 Capt: Third mate, could you arrange the pilot a coffee when you're ready?
 3/O: Yeah, okay.
 2/O: [on radio] Bridge, second mate.
 Capt: Yes second mate.
 2/O: Captain what time do you want us to standby?
 Capt: Oh yes, second mate, chief officer standby now please. Standby now the pilot is on board.
 2/O: Okay stand by fore and aft.

[3 officer leaves the bridge to get coffee]

Pilot: 340. ok, so we are going to number one berth.
 Capt: Number one berth, okay, that's a good berth, that's fine. Thank you pilot.
 C/O: [on radio] captain which side to?
 Capt: We will be going port side to, port side to.
 C/O: OK what moorings ? *[Arrangements]*
 Capt: Pilot, what moorings?
 Pilot: Captain we can discuss it in a bit
 Capt: Yeah, yeah [on radio to C/O] the pilot will discuss it in a bit.
 C/O: Aye, aye.
 Capt: *NORSEMAN*, bridge to engine room.
 E/R: [Talkback rings] bridge, go ahead.
 Capt: Yeah we are, erm...pilot on board now and we are heading on in.
 E/R: Okay.

11:25:28 – End of module 1 (Total time: 10mins 26 seconds)

Module 2 – Start time: 13:23:59

VTS *NORSEMAN, NORSEMAN*, this is VTS. Just to remind you the speed limit in the harbour is six knots over.
 Pilot: VTS *NORSEMAN*, yeah ...thank you.
 Pilot: Captain they are always getting it wrong. VTS just informed us about the speed but don't worry about it. We are outside the harbour limit, I spoke to the harbour master about it.
 Capt: Oh okay then, I believe you, okay.
 Pilot: So it should not be a problem.

[Third officer is trying to get to one of the radar screens to get a position to fix on the chart. He is not able to and in the end uses GPS to fix. The pilot/ master are in the way]

Capt: Pilot, er...this, er... this ferry that is coming across. Look just in front of the big container ship there?

Pilot: Okay, yeah yeah, I see it. Normally it should not be a problem. I do it every day and they cross... it's local regulations they should keep out of the way.

Capt: Okay.

Pilot: You will see she will start altering soon.

[Captain's mobile phone rings – he answers the call]

Capt: Hello...yes... hello super. [background conversation on phone]

VTS: NORSEMAN, NORSEMAN this is VTS again. Just to tell you speed limit is still six knots in the harbour... and also the ferry that's crossing looks like there may be a collision situation approaching. Over.

Pilot: Thank you VTS, I am aware of that. Thank you.

[Third officer taking bearing of the ferry and then he warns the captain]

Capt: Oh yeah...pilot, pilot...this ferry... erm... sorry, hold the line for one moment... this.

Pilot: I think that should be fine. She is still far off. She will be altering to starboard soon. She will be taking action...I'll give her a shout.

Capt: I think that is very wise pilot. He is coming in a little close... *[back on the phone]* Yes, sorry.

Pilot: FANTASY, FANTASY, NORSEMAN

FANTASY: Who is calling FANTASY?

Pilot: FANTASY, NORSEMAN –

FANTASY: *(exchange in Hindi)* Captain. How's it going ?

Pilot: Yeah, yeah, you are crossing, you should be taking action. Follow the local regulations *(exchange in Hindi)*.

FANTASY: According to the rules of the road you are the give way vessel. *(exchange in Hindi)*

Pilot: Look at the local regulations. *(In Hindi)* I'm approaching the berth and I'm going alongside. Please take action.

FANTASY: Okay. okay. *(in Hindi)*

3/O: Capt. I'll go out to the wing.

Capt: That's a good idea third mate...he is coming round now third mate.

Pilot: He should be clear captain, he should be clear.

Capt: Okay. Very, very close though! Very close!

Pilot: You know these ferries, they are always supposed to be clearing for the ships going into port.

Capt: Okay, well...he's...well that was very close pilot. Very, very close.

Pilot: He is clear.

3/O: Clear.

Capt: Okay, I'll call you back.

[Captain now hangs up the phone]

3/O: He is clearing.

Pilot: Okay captain. The tugs are on the way. She is clear as you can see.
 Capt: How many tugs pilot?
 Pilot: Two tugs. As soon as we get into the breakwater they will come in.
 Capt: [on radio] This is *NORSEMAN* bridge to chief officer and second officer.
 C/O: Yes go ahead captain, chief officer.
 Capt: Yeah, two tugs, two tugs. One forward one aft.
 C/O: Okay. one tug forward one aft. Shall we make fast?
 Capt: Erm... pilot. Are we making both tugs fast?
 Pilot: No, no. The aft will be made fast when we get closer. The forward tug we don't need to make fast.
 Capt: Okay we don't make fast the forward tug. Only the after one. Any lead? What lead pilot?
 Pilot: Centre lead aft.

13:30:00 End of Module 2 (total run time six minutes)

14:55:15 Module 3 commences

2/O: Bridge aft, tug fast through the centre lead.
 Capt: Thank you aft.
 3/O: Captain. The anemometer is reading 20 knots on to the berth.
 Capt: 20 knots on to the berth, mister pilot, erm, don't you think we should make the forward tug fast, because we've got a strong on shore breeze here and the aft tug is on the centre lead.
 Pilot: Okay, thank you, I will see what I can see from my computer. The readings...the wind...it's a lot less here. I think your readings are wrong.
 Tug two: Tug two fast aft.
 Pilot: Thank you, tug two...still I think you are getting the wrong reading. Mine is okay.
 Capt: Well, looking out of the window pilot its not looking too good is it?
 Pilot: From the tower its showing a lot less.
 Capt: Hmm, well...
 Tug 1: Pilot, tug one(*Greetings in Hindi*).
 Capt: Third mate, call down for the bow thruster now.
 Pilot: (*Exchange in Hindi – pilot and tug one*).
 Tug one: (*Exchange in Hindi – pilot and tug one*).
 3/O: [*On phone*] Engine room, can we have the bow thrusters.
 Pilot: Okay thank you, forward tug to standby.
 Capt: We are going a bit fast don't you think?
 Pilot: That's fine. I've got a schedule to catch. If there's any delay, everything will be delayed in the port.
 3/O: Okay, captain that's the bow thruster coming on line now.
 Capt: Thank you, that's the bow thrusters ready now pilot.
 3/O: [*Checking Pelorus*] The wind is on the beam sir, about 20 knots by my recognition.

Capt: Yes, its looking a bit gusty out there pilot and still think the approach is a little on the fast side.
 Pilot: Okay. That's fine.
 Capt: Oh... yeah.
 Pilot: I'm in control.
 Capt: Oh...well that's good. I am glad to hear it.
 Pilot: Slow ahead please.
 Capt: Slow ahead. Slow ahead. Ok engine turning slow ahead.
 3/O: We are still going six knots over the ground sir.
 Capt: Erm. Yes...this is quite a fast approach pilot.
 Pilot: That's fine. That's fine.
 Capt: There was a bit of a sheer there, the wind is, erm, quite strong wind pilot.
 3/O: 25 knots gust there sir.

[Bow sheers towards the quay in a gust of wind]

Capt: Thank you, thank you third mate.
 C/O: *[On Radio]* Bridge forward, bow passing the stern of the ship portside.
 Capt: Thank you very much forward. Err...pilot?
 Pilot: Dead slow ahead please.
 Capt: Dead slow ahead.
 Capt: Pilot, I can see the mooring gang there. They are on number two berth.
 Pilot: Yes, that's correct, we are going to number two berth.
 Capt: No, no, you said,...you said we are going to number one berth.
 Pilot: No, no, we are going to number two.
 Capt: No, no....third mate. Didn't the pilot say number one berth?
 3/O: That's what he said earlier.
 Capt: You said earlier number one berth, we are going far too fast for number two berth.
 Pilot: Number two berth is where we are going now.
 Capt: I know, but pilot the speed is too high for number two berth. It's not good...not good at all.
 Pilot: Okay, dead slow astern.
 Capt: Dead slow astern. Okay lets go dead slow astern.
 3/O: Still making 5 knots over the ground captain.
 Capt: Okay, thank you third mate.
 3/O: I'll just check on the wing here sir.
 Pilot: Starboard thrusters on please.
 Capt: Okay, thrust to starboard.
 Pilot: Full starboard thrust.
 3/O: We are closing quickly the ship to port.
 Pilot: Half astern please.
 Capt: Half astern.
 Pilot: Tug two pull hard please.
 Tug two: Tug two pull hard.

Capt: Err...this is to...second mate, second mate, let me know how we are closing the ship on the port side.

2/O: Bridge second mate, less than one ships breadth captain. Very close! Very close!

Pilot: Full astern! Full astern! Hard to starboard! Aft tug pull...pull please.

Helm: Wheel is hard to starboard pilot.

Pilot: Tug two. Pull full please.

Capt: Pilot we are coming in... the closing speed is very, very high pilot. What we going to do pilot?

Capt: Okay, thank you forward. 20 metres you say?

Pilot: Tug two stop pulling please.

3/O: He says only 20 m off.

Capt: Pilot, with a forward tug we could pull the ship off the berth.

Pilot: Full astern. Full astern . We are not getting anything astern.

Capt: We are... we are...we have full astern, full starboard thrust.

3/O: We are still making three knots captain.

Pilot: I said full astern, what's happening ? What's happening ?

Capt: Well you tell me, because the ship is functioning fully and its not working pilot. You are too fast.

C/O: *[On radio]* We are going to hit.

Capt: Thank you bridge, thank you forward.

Pilot: Tug two...stop pulling yeah?

Tug two: Tug stopped.

Pilot: Thank you.

Capt: Now what are we going to do pilot, your schedule is blown out of the window. We are ruined.

15:01:17 End of film – container crane collapses. (total run time 6 minutes 2 seconds)

Run time for scenarios 1,2 and 3 = 22.26 mins