



# GENERAL NOTICE TO MASTERS AND PILOTS

## NO. 03/2013

### TRANSFER OF SHIP CONTROL SYSTEMS

Your attention is drawn to a recent incident which occurred whilst a vessel was turning in New Dock.

As the vessel turned the Master attempted to transfer rudder, bow-thruster and engine controls from the central console position to the port bridge wing. The engine was left at 'Dead Slow Ahead', on trying to take control from the port bridge wing it was found that the engine had not transferred across and it remained running ahead.

Further attempts to gain engine control from the port console failed and the vessel stuck No5 quay head on and sustained damage to her plating. Had another vessel been on the berth the consequences could have been far more serious.

The 'Marine Accident Investigation Branch' (MAIB) have expressed concern over the number of incidents that have been attributed to a failure of ship control systems. In this case had the Master opted to switch consoles with the engines set to 'Stop' an accident would have been avoided.

If control systems are being transferred between consoles, it is best practice that engine and thrusters are set to 'Stop' prior to changing positions. If a pilot anticipates transfer of control between consoles may not take place in this manner he is to raise the matter with the vessels Master.

Notice to Pilots 07/12 highlighted other issues with engine controls and the importance of establishing during the Master/Pilot exchange, exactly how the vessel is being controlled. Additionally please locate the vessels 'Emergency Stop' as part of the Master/Pilot exchange and if necessary recommend that it is used.

E.H.Deeley - Harbour Master – Port of Silloth

1st March 2013

*(Reviewed Jan 2014)*