1 illustratively shows a case where the number of tugboats 2 is two.

[0016] In the present embodiment, the ship maneuvering supporting system 4 includes a terminal 3, which is independent of the subject ship 1 and the at least one tugboat 2. The terminal 3 is carried by a maritime pilot, or is installed in an on-land facility. In the present embodiment, it is assumed that the subject ship 1 and the at least one tugboat 2 are manned vehicles.

[0017] The subject ship 1 is mounted with a controller 11, a display 12 (corresponding to a subject ship display of the present disclosure), and a communicator 13. Similarly, the at least one tugboat 2 is mounted with a controller 21, a display 22 (a tugboat display of the present disclosure), and a communicator 23. These devices are, together with the terminal 3, included in the ship maneuvering supporting system 4. For example, the controller 11 and the display 12 of the subject ship 1 are incorporated in a bridge console of the subject ship 1, and the controller 21 and the display 22 of the tugboat 2 are incorporated in a bridge console of the tugboat 2.

[0018] The terminal 3 includes a controller 31, a display 32 (corresponding to a terminal display of the present disclosure), a communicator 33, and an inputter 34. For example, the terminal 3 may be a portable tablet computer, or may be a laptop computer.

[0019] For example, the controller 31 includes memories such as a ROM and RAM, a storage such as a HDD or SSD, and a CPU. The CPU executes a program stored in the ROM or the storage. The controller 11 mounted in the subject ship 1 and the controller 21 mounted in the at least one tugboat 2 are also configured in the same manner as the controller 31.

[0020] The display 32 includes an unshown screen. Similarly, the display ~~32~~12 mounted in the subject ship 1 and the display 22 mounted in the at least one tugboat 2 each include a screen.

[0021] The communicator 33 of the terminal 3 can communicate, by wireless communication, with the communicator 13 of the subject ship 1 and the communicator 23 of the at least one tugboat 2. The wireless communication may be communication that is performed via AIS (Automatic Identification System), or may be communication that is directly performed between ships, or may be ship-land intercommunication that is performed via a ground base station.

[0022] In the present embodiment, the controller 31 of the terminal 3 sets an optimal route for the subject ship 1. This will be described below in detail. Accordingly, the controller 31 includes a database (not shown) that contains various information.

[0023] The optimal route for the subject ship 1 may be set by the controller 11 mounted in the subject ship 1, or by the controller 21 mounted in the tugboat 2. In this case, the database may be included in the controller (11 or 21) that sets the optimal route. Alternatively, even in