

M.V Atlantic Ensenada
At New York
Dated: 07 Jan 2020

Master's Statement

Vessel Completed Cargo Operations on 0030 LT/07th Jan. Cargo documents completed around 0200 LT/07th Jan. Master Called Sandy Hook Pilots on VHF Ch 73 and Pilot station confirmed Pilot will board from Shore side (barge side). Crew was called on deck around 0230 Lt/07th Jan and they were busy securing some items on deck. Four large container vessel's passed nearby and caused vessel to surge, vessel slightly moved ahead. Sea Pilot boarded from barge side at 0312 LT/07th Jan. Master asked him whether we can secure the Pilot Assist ladder Stbd side. He said not to secure it as a Dock Pilot is also coming but he is not sure from which side he will board. He complained about the steps were not at place when he came on board. Due to surging vessel moved ahead and crew overlooked to re-arrange the wooden palette and steps provided by terminal for safe boarding. I apologized to the Pilot for this serious mistake. Informed Chief officer that a Dock pilot will be boarding soon so better prepare the Pilot assist ladder on portside also. Crew went on Port side to prepare Combination ladder, crew required sometime to prepare combination ladder. Pilot assist ladder was not ready when dock pilot arrived on a tug. Crew hurriedly lowered the short pilot ladder lying nearby. Dock pilot told crew to make fast the pilot ladder as the tug's bow was touching the pilot ladder. Once crew made fast the ladder dock Pilot boarded at 0324 LT/07th Jan. Pilot Cards and vessel particulars given to them and Master Pilot info exchanged accordingly.

Vessel cast off from berth and tugs were let go. Aft tug was following the vessel and crew from fwd and aft stations came on portside to prepare combination ladder. Dock pilot after clearing the vessel came down on port side for disembarkation around 0430 LT/07th Jan. During this time Aft tug came alongside with shipside (side ways) close to pilot ladder. In this position the pilot ladder become short and dock pilot advised to lower few more steps. Crew lowered two more steps but there were no more steps left to make fast ladder with shackles. Crew made fast the pilot ladder ropes to deck fitting/stand. Pilot refused to use this ladder as he declared it unsafe.

Later crew brought the long pilot ladder from stbd side and fixed it properly. After fixing crew adjusted the angle of the Pilot assist ladder (Port side). At 0500 LT/7th Jan dock pilot safely disembarked. At 0630 LT/07th Jan Sea pilot disembarked safely.

Vessel has raised a requisition for a new Pilot Assist Ladder for stbd side, which will be renewed in drydock on/abt April 2020. Vessel will be receiving a new Pilot ladder in Baton Rouge on/abt 22 Jan 2020. The Old Short Pilot ladder is already removed from service (refer attached photo).

At the end we would like to apologize Sandy Hook Pilots for unsafe boarding arrangements/Procedures. We have carried out more training on safe Pilot Boarding arrangements/Procedures/ Preparations & on Combination Ladder rigging.



Muhammad Rashid Mir
Master, Atlantic Ensenada

