	MARINE CIRCULAR	Reference Number	MAR/2020/007
		Prepared By	Arindam Sen
		Approved By	Yi Wenhao
		Date	22 January 2020

Re: Unsafe Access and Improper Rigging Pilot Ladder

Recently one of the fleet vessels departed from Atlantic Salt Pier on Staten Island, New York, USA on early morning under pilotage. Dock pilot safely disembarked from vessel at 0500LT and Sea Pilot disembarked at 0630LT.

After few days vessel's managers received a "Pilot Boarding Deficiency Report" from 'Sandy Hook Pilot's Association' stating the following deficiencies:

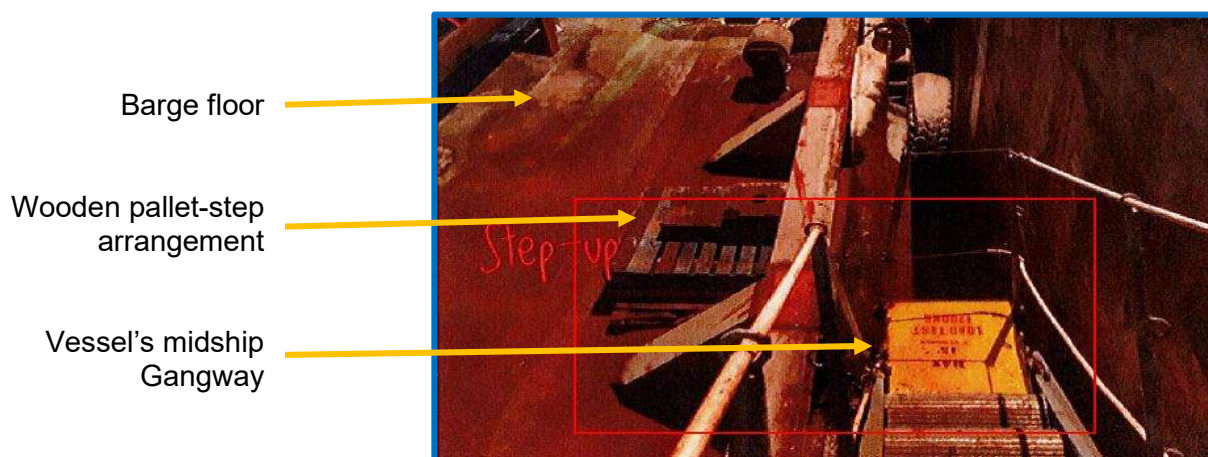
- a) General Arrangement (i.e. Insufficient lighting, no officer, unsafe deck access, etc)
- b) Combination Ladder:
 - Ladder 1 Poor condition, not secured properly, ladder too high.
 - Ladder 2 Wrong angle, not secured.
- c) Dockside:
 - No railing / protection from fall between barge and ship.

Brief Description of the Event:

Vessel was discharging on to a barge which in turn was moored to the wharf and placed in between the vessel and the wharf.

Between 0200LT and 0230LT four large container vessels passed nearby causing own vessel to surge and as a result vessel moved slightly ahead from previous moored position.

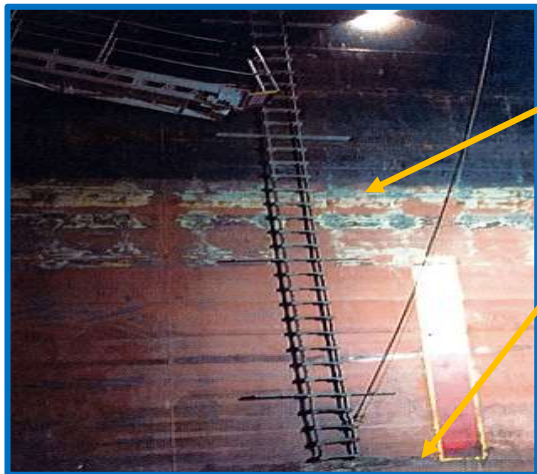
The "wooden pallet - step arrangement" positioned on the barge floor to access the midship starboard gangway of the vessel misaligned due to slight ahead movement of the vessel, reason as stated above.



Sea pilot boarding via same midship gangway at 0312LT and complained about the misalignment of the "step-up" arrangement and unsafe access to the vessel.

- ❑ Resultant deficiency as stated in the report – "No railing / protection from fall between barge and ship".

After 06 minutes later, Dock pilot came via tugboat on port side (seaside) and Combination ladder was not yet rigged, due to time constraints vessel's crew hurriedly lowered the short Pilot ladder placed on port side which reached tugboat's raised bow while tug was positioned perpendicularly, and Dock pilot boarded via same.



Ship side (port) - High freeboard

Short Pilot ladder not of sufficient length to reach down.

- Resultant deficiency as stated in report – “Ladder 1 Poor condition, not secured properly, ladder too high”.

0318LT Dock pilot came on port side main deck to disembark via same short Pilot ladder which was not reaching to the tugboat’s deck as now tugboat was moving parallelly to the vessel.

Ship’s crew made fast the short Pilot ladder’s end ropes to deck fittings / fixed rails as shown in the pictures below so that the short Pilot ladder can reach the tugboat’s deck.



Dock Pilot refused to use the short Pilot ladder secured in above manner as he deemed same to be unsafe.

- Resultant deficiency as stated in the report – “Ladder 2 Wrong angle, not secured”.

Ship’s crew change the short Pilot ladder with a long Pilot ladder reaching the tugboat deck and completed the Combination ladder rigging.

At 0500LT, Dock pilot and at 0630 LT the Sea pilot disembarked safely from the vessel.

On receipt of this Circular:

1. Master shall ensure same discussed with ship’s crew during next safety meeting along with correct rigging procedure of Pilot ladder / Combination ladder for training, knowledge and compliance.
2. Officers and crewmembers involved in maintaining safe access to vessel and rigging of Pilot ladder / Combination ladder shall ensure above deficiencies are not repeated on board.

Master is to confirm receipt of this circular and instructions as contained are carried out.

Please read, sign and file onboard.			
Master		Chief officer	
Second Officer		Third Officer	
