



PILOT BOARDING DEFICIENCY REPORT

DATE: 12/13/2020 TIME: ~2000

VESSEL: MAERSK SENTOSA (Departure)

MASTER: _____

PILOT: J. R. BRITTON

CONDITIONS: W WINDS (15KTS) Southerly Swell 3'

APPLICABLE LADDER ARRANGEMENTS (check all that apply):

- ☐ PILOT LADDER ONLY
- ☒ COMBINATION LADDER (TRAP DOOR)
- ☐ SIDE PORT
- ☐ OTHER _____

DEFICIENCIES (check all that apply and provide brief comment)

- ☒ GENERAL ARRANGEMENT (ie: Insufficient lighting, no officer, unsafe deck access, etc.)

UNSAFE LADDER ACCESS THROUGH TRAP DOOR

- ☐ PILOT LADDER (ie: Poor condition/wear, not resting on hull, poor rigging, etc.)

- ☒ COMBINATION LADDER (ie: Poor condition/wear, not secured, platform too low, etc.)

LADDER COMBINED TO GANGWAY UNDER BAR AT THE LEVEL OF TRAP DOOR OR

- ☐ MAN ROPES (ie: Poor condition/wear, incorrect diameter, poor rigging, etc.) GANGWAY FLOOR.

- ☐ DOCKSIDE (ie: Gangway condition/pitch, netting, poor rigging, etc.)

ADDITIONAL REMARKS:

In order to get onto the ladder through the trap door, the pilot's leg must extend under a rigid metal bar forcing the pilot to lean backwards. Additionally hand holds for this maneuver were a slack ladder attached to the back of the rigid bar, which pulled toward pilot pitching him further backwards as he stepped onto the ladder. When beginning to climb down the ladder, your hands need to first grab the slack ladder (vertical hand hold), then two bars on the rigid metal piece (horizontal holds) and finally the pilot ladder (vertical hold). The setup was confusing and dangerous and the first pilot ladder I hesitated climbing down. The setup seemed overly cumbersome and is not recommended by the APA.

Signature: _____

MASTER (if available)

PILOT