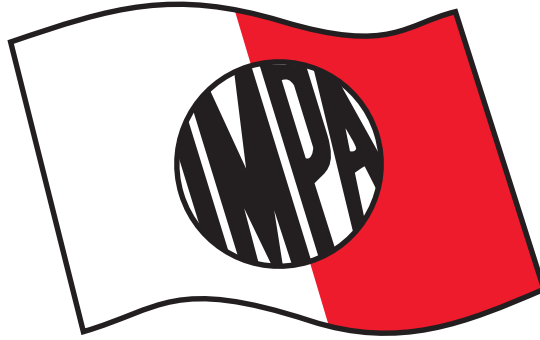


# IMPA

## SAFETY CAMPAIGN

# 2007





# International Maritime Pilot's Association

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In the five years since the last safety campaign IMPA has witnessed a worrying run of accidents including eight fatalities to pilots and launch crews in 2006. Therefore in October 2007 a worldwide safety campaign was carried out in conjunction with our colleagues in the European Maritime Pilots Association.

The purpose of this campaign, as with previous national and international campaigns, is to investigate and highlight standards of pilot ladders and associated equipment. Pilot transfer at sea remains a treacherous part of the vital task needed to maintain a continuous service providing the essential knowledge and skills that even today's ships need so very much.

37 national pilot organisations contributed to the study completing a total of 4,392 report forms. These figures can be considered representative and indicative enough of what is happening globally in order to draw broad conclusions. As will be noted from the detailed breakdowns, the defect level has dropped to 16.5% which, whilst welcome, still remains too high.

As reported in the 2002 campaign, pilots themselves bear some responsibility for the tacit acquiescence in this state of affairs. Pilots have a 'can-do' mentality which extends away from the bridge and leads them sometimes to use less than satisfactory boarding equipment. They are also reluctant to report defects to port state control, preferring just to mention them to the Master. This is borne out of empathy with Masters, a post many pilots used to hold.

There is also some 'commercial' pressure on pilots by ports, who are anxious to develop trade and calls, not to report defects and so not to deter vessels in the future.



IMPA is attempting to deal with all the issues raised in the safety campaign in three ways:

- In partnership with our NGO colleagues in the shipping industry a brochure has been produced called "The rigging of Ladders for Pilot Transfer – Ensuring Compliance with SOLAS". IMPA is grateful for industry support in the production of this brochure.
- The various IMO instruments relating to pilot boarding have, with the kind agreement of that body, been combined into one document for the benefit of Naval Architects and shipyards. IMPA would be pleased to provide a copy gratis to anyone in the industry to confirm that new designs are meeting the statutory requirements.
- Further education and training for pilots themselves will remain a priority for the Association.

Finally, IMPA has a paper in with IMO (MSC82/21/17) which is currently with the Safety of Navigation (NAV) Sub-Committee seeking modifications to ladder arrangements. However, this has to be considered a long-term issue before new SOLAS requirements are agreed and adopted.

## PARTICIPATING COUNTRIES

Country	Total Returns	Compliant	Non-compliant	Non-compliant As %
Argentina	82	73	9	10.98
Australia	60	52	8	13.33
Belgium	207	182	25	12.08
Brazil	95	56	39	41.05
Bulgaria	56	44	12	21.43
Canada	68	60	8	11.76
Chile	46	36	10	21.74
Croatia	44	44	0	0.00
Cuba	169	126	43	25.44
Curacao	1	0	1	100.00
Denmark	42	31	11	26.19
Finland	29	28	1	3.45
France	498	395	103	20.68
Germany	162	145	17	10.49
Guatemala	18	16	2	11.11
Hong Kong China	11	8	3	27.27
Ireland	24	21	3	12.50
Italy	246	215	31	12.60
Jamaica	7	4	3	42.86
Japan	734	716	18	2.45
Korea	345	240	105	30.43
Morocco	16	6	10	62.50
Netherlands	93	68	25	26.88
New Zealand	45	42	3	6.67
Norway	106	94	12	11.32
Oman	5	5	0	0.00
Panama	52	39	13	25.00
Peru	1	1	0	0.00
Poland	53	50	3	5.66
Portugal	94	78	16	17.02
Slovenia	47	33	14	29.79
Sri Lanka	32	16	16	50.00
Sweden	218	167	51	23.39
Thailand	125	101	24	19.20
Turkey	84	82	2	2.38
UK	341	290	51	14.96
USA	136	103	33	24.26
<b>Total</b>	<b>4392</b>	<b>3667</b>	<b>725</b>	<b>16.51</b>

The charts above and below show the participating countries, i.e. the member countries where pilots took part in the survey. It is not indicative of the flag of the vessels surveyed. In addition it shows the total returns for each participating country and the total non-compliance as a percentage of returns from that country.

**By Member Country**





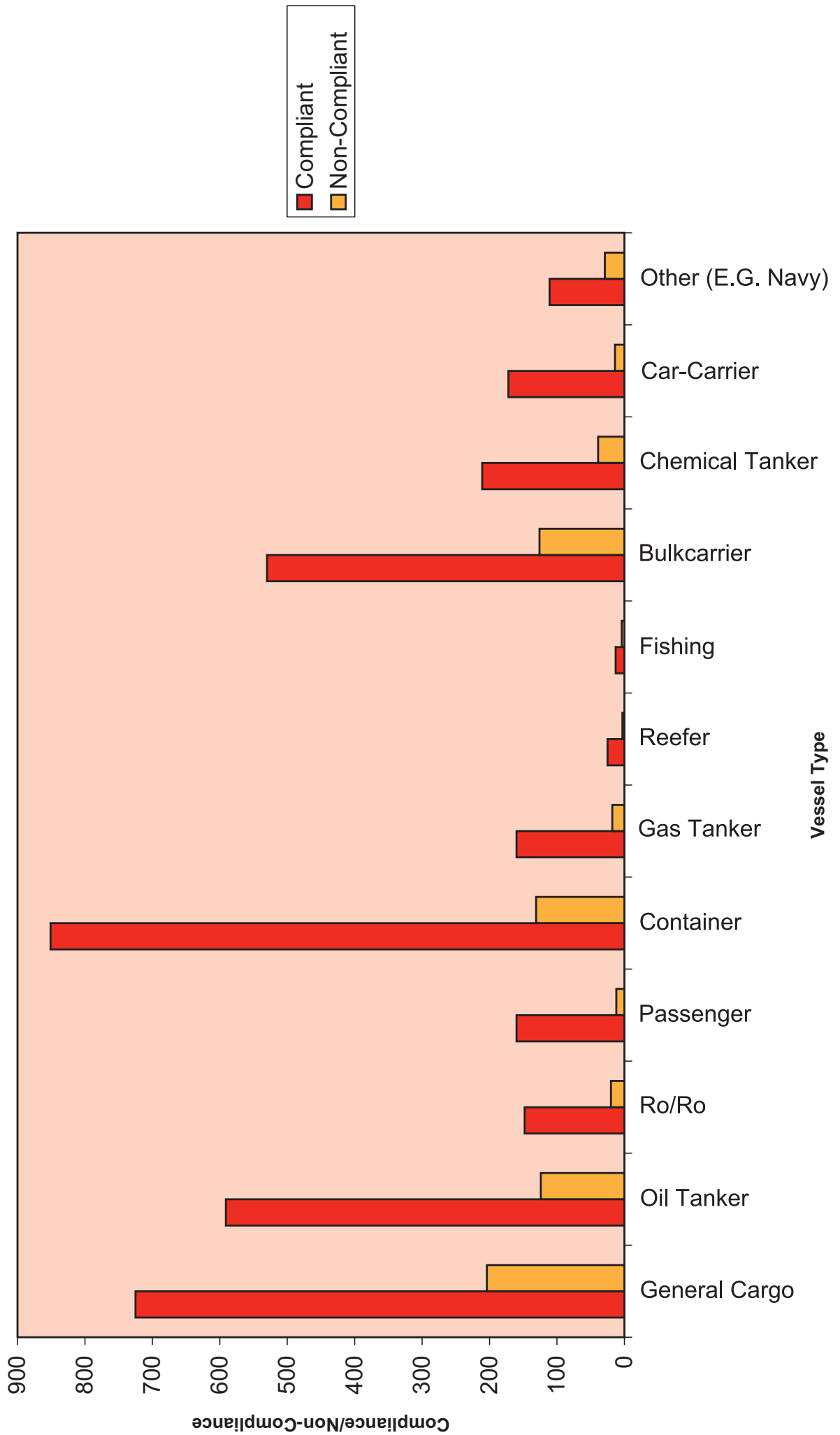
## VESSEL TYPE

The following chart shows a break down of all returns by vessel type. Both the number and the percentage of non-compliant vessels by type are shown.

Vessel Type	Total Number of Vessels	Compliant	Non-compliant	Non-compliant As %
General Cargo	929	725	204	21.96
Oil Tanker	715	591	124	17.34
Ro/Ro	168	148	20	11.90
Passenger	172	160	12	6.98
Container	982	851	131	13.34
Gas Tanker	178	160	18	10.11
Reefer	28	25	3	10.71
Fishing	17	13	4	23.53
Bulkcarrier	656	530	126	19.21
Chemical Tanker	250	211	39	15.6
Car-Carrier	186	172	14	7.53
Other (E.G. Navy)	140	111	29	20.71



# Compliance By Vessel Type



## COMPLIANCE BY MEANS OF TRANSFER

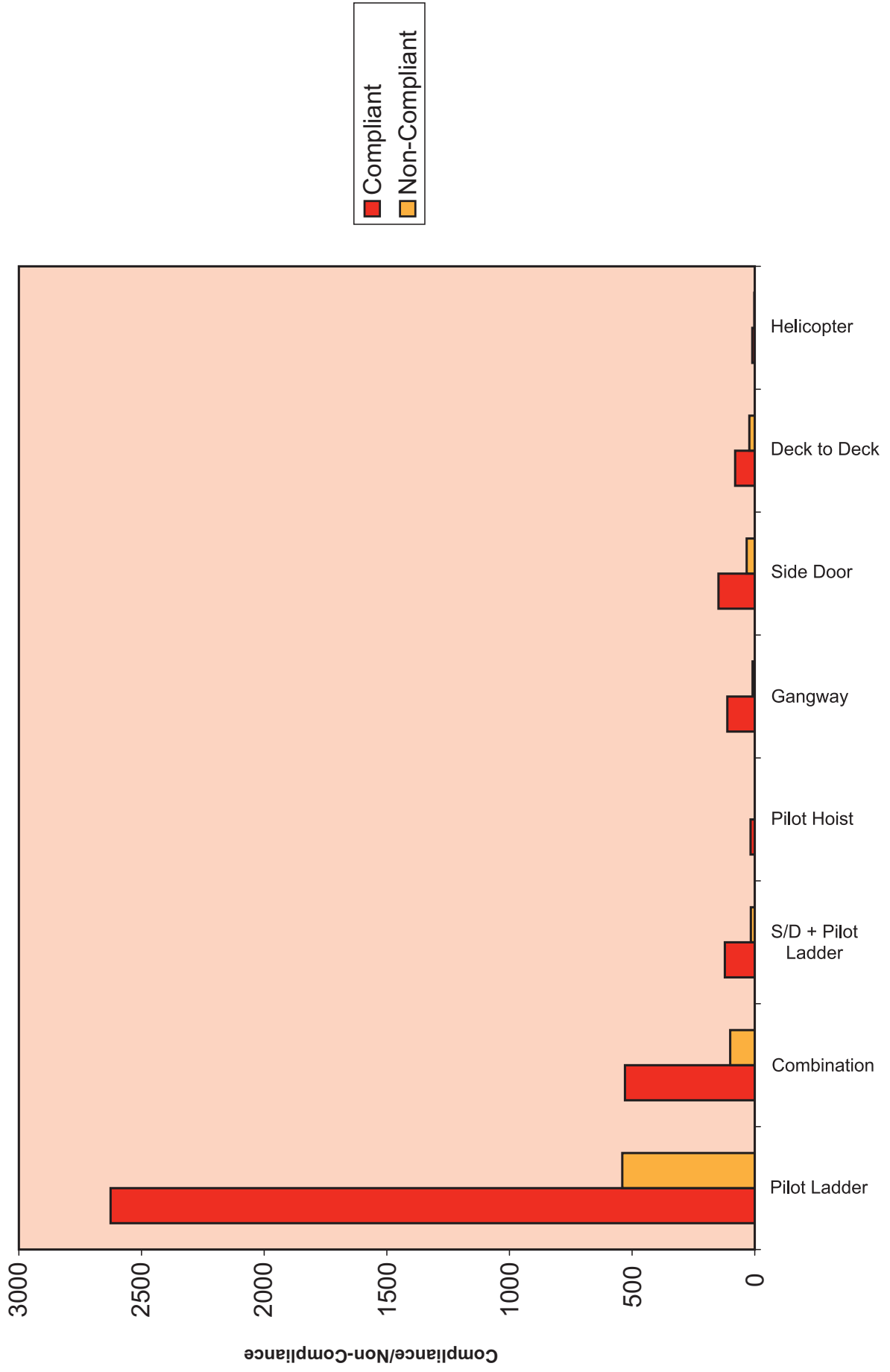
The following chart shows a break down of all returns by vessel type. Both the number and the percentage of non-compliant vessels by type are shown.

Means of Transfer	Total Number	Compliant	Non-compliant	Non-compliant As %
Pilot Ladder	3166	2626	540	17.06
Combination	629	529	100	15.90
S/D + Pilot Ladder	138	122	16	11.59
Pilot Hoist	17	17	0	0
Gangway	121	112	9	7.44
Side Door	181	148	33	18.23
Deck to Deck	102	80	22	21.57
Helicopter	12	10	2	16.67



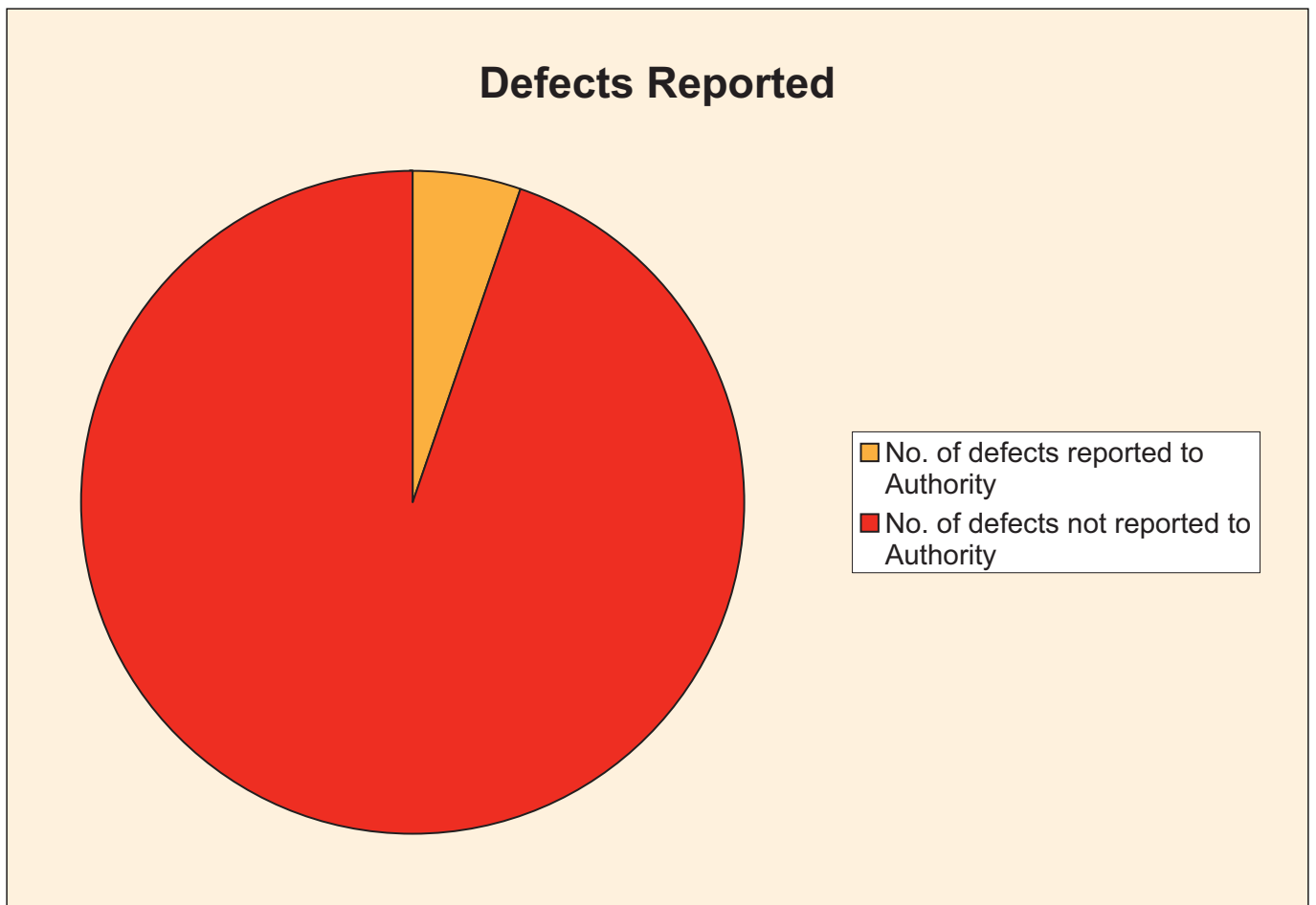


# Compliance by Means of Transfer



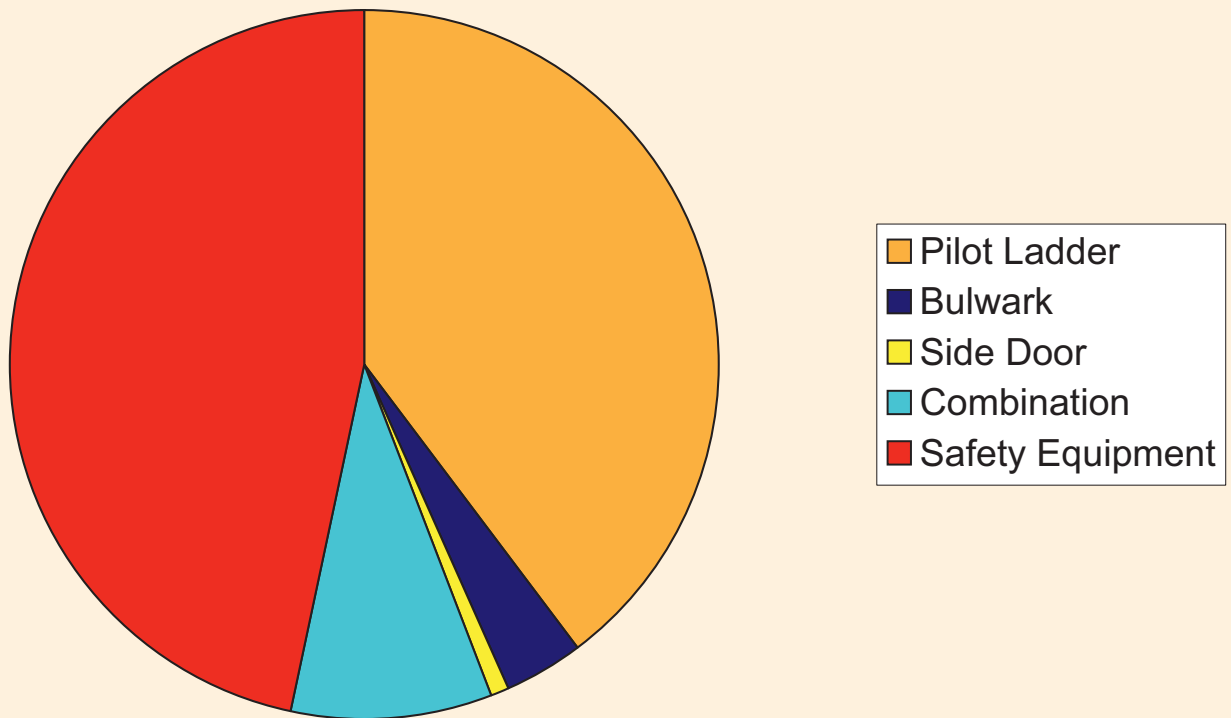
# NON-COMPLIANCE BY TYPE OF DEFECT

Total number of non-compliant ships in survey reported	725
No. of defects reported to Authority	38
% of non-compliant ships reported	5.24



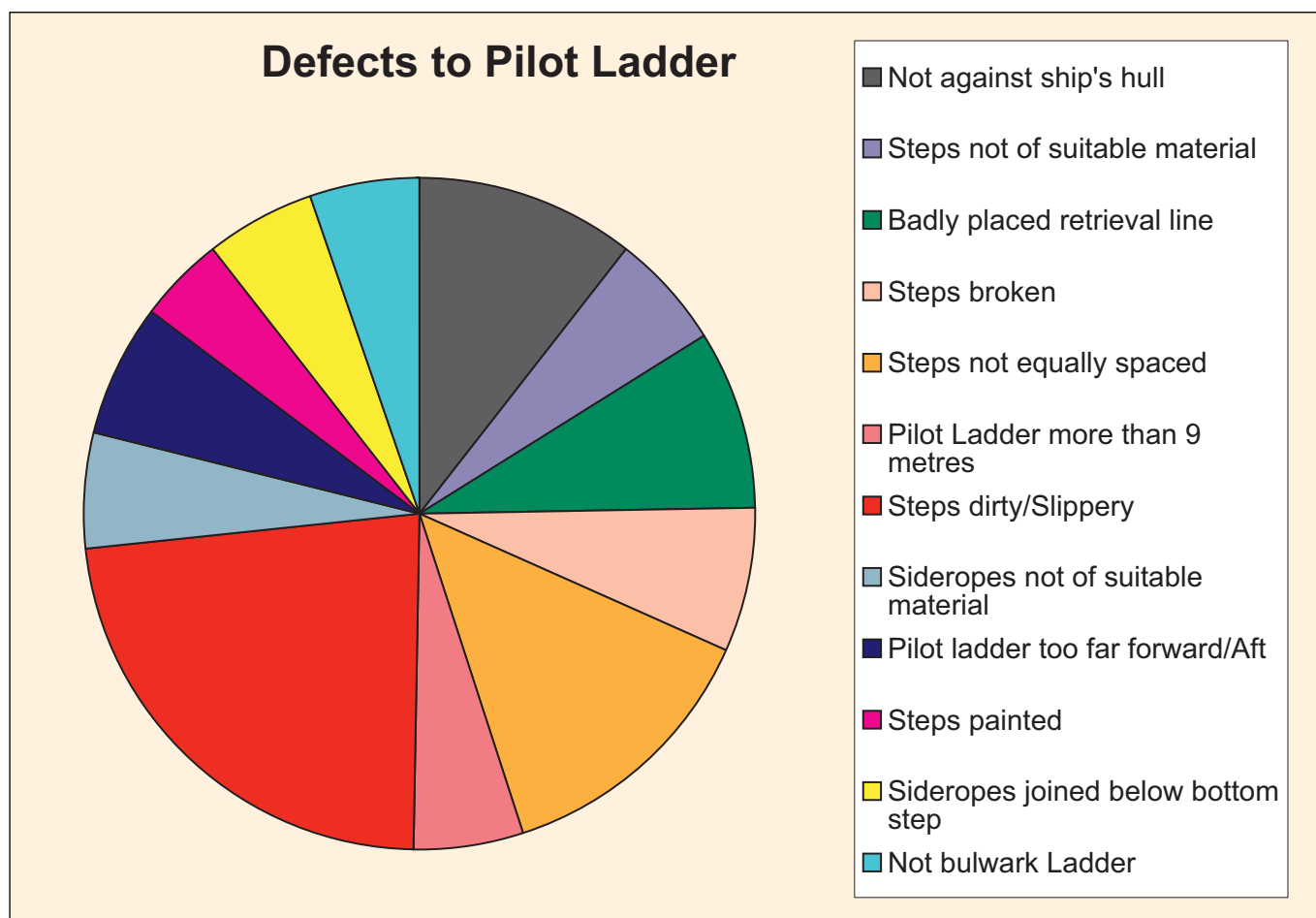
Non-Compliant by type of Defect	Total	As %
Pilot Ladder	617	53.56
Bulwark	54	4.69
Side Door	13	1.13
Combination	144	12.5
Safety Equipment	724	62.85

### Non-compliance by type of defect

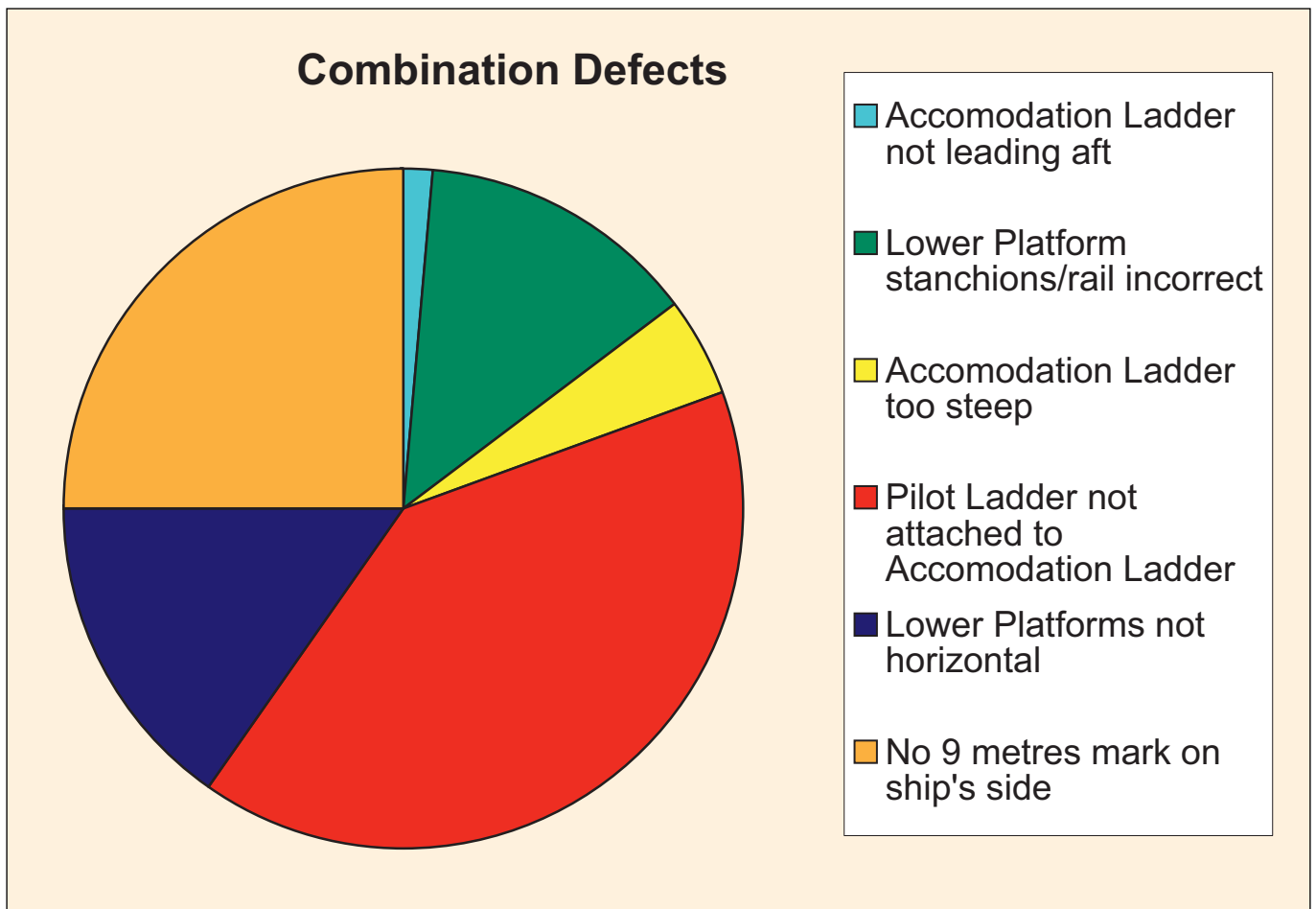


# NON-COMPLIANCE BY TYPE OF DEFECT

Defects of Pilot Ladder	Total	As %
Not against ship's hull	65	10.53
Steps not of suitable material	34	5.51
Badly placed retrieval line	54	8.75
Steps broken	42	6.81
Steps not equally spaced	82	13.29
Pilot Ladder more than 9 metres	33	5.35
Steps dirty/Slippery	142	23.01
Sideropes not of suitable material	34	5.51
Pilot ladder too far forward/Aft	41	6.65
Steps painted	25	4.05
Sideropes joined below bottom step	33	5.35
Not bulwark Ladder	32	5.19



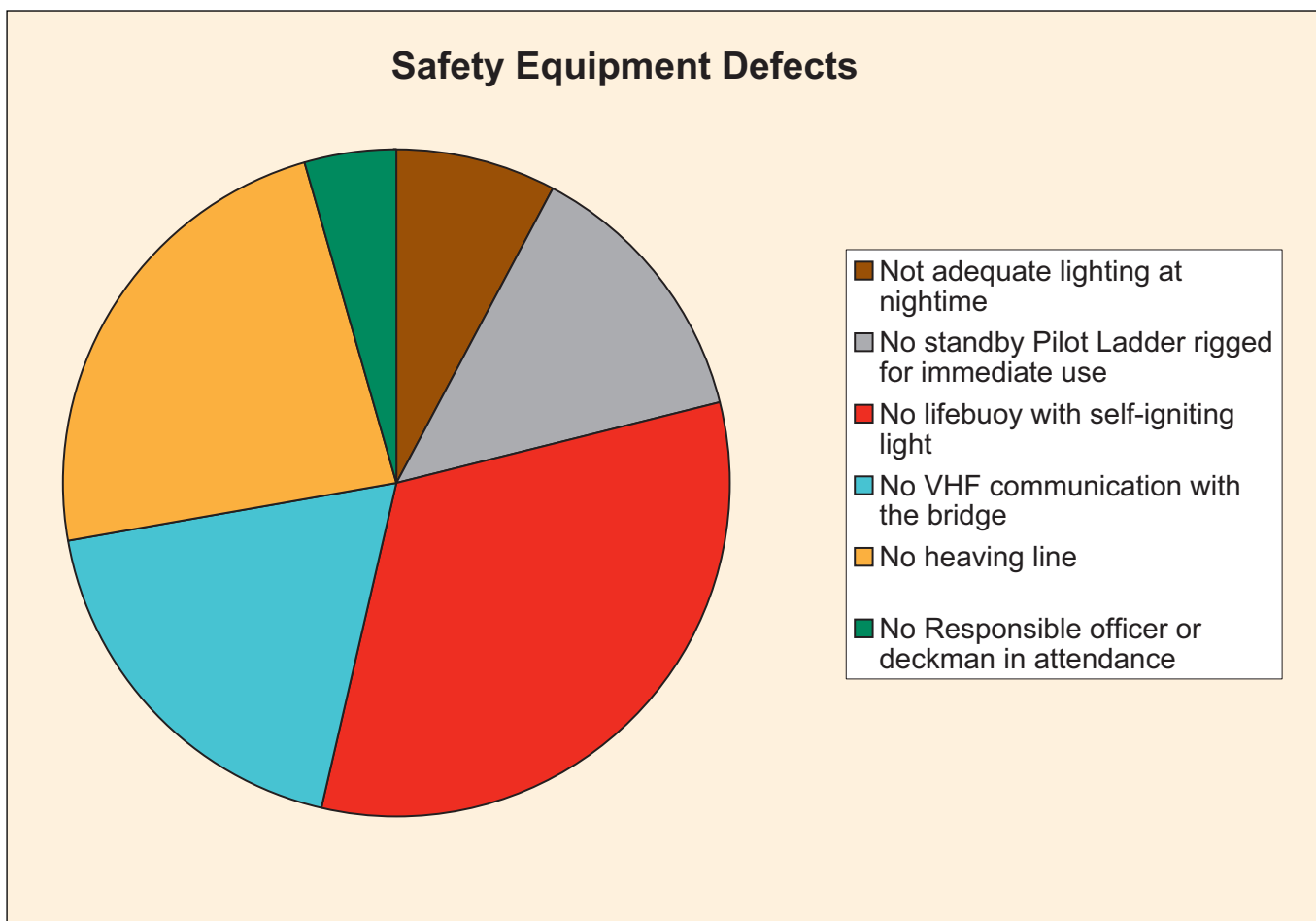
Combination Defects	Total	As %
Accomodation Ladder not leading aft	2	1.39
Lower Platform stanchions/rail incorrect	19	13.19
Accomodation Ladder too steep	7	4.86
Pilot Ladder not attached to Accomodation Ladder	58	40.28
Lower Platforms not horizontal	22	15.28
No 9 metres mark on ship's side	36	25





# NON-COMPLIANCE BY TYPE OF DEFECT

Safety Equipment Defects	Total	As %
Not adequate lighting at nighttime	57	7.87
No standby Pilot Ladder rigged for immediate use	96	13.26
No lifebuoy with self-igniting light	236	32.60
No VHF communication with the bridge	133	18.37
No heaving line	170	23.48
No Responsible officer or deckman in attendance	32	4.42









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