

# TO REPORT OR NOT TO REPORT..... THAT IS THE QUESTION!!

William Ladderspear



'We  
are our  
own  
biggest  
enemies'



#dangerousladders

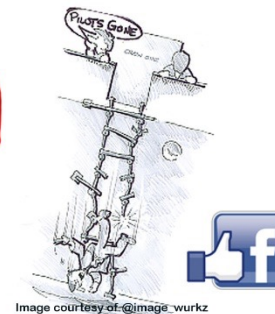


Image courtesy of @image\_wurkz

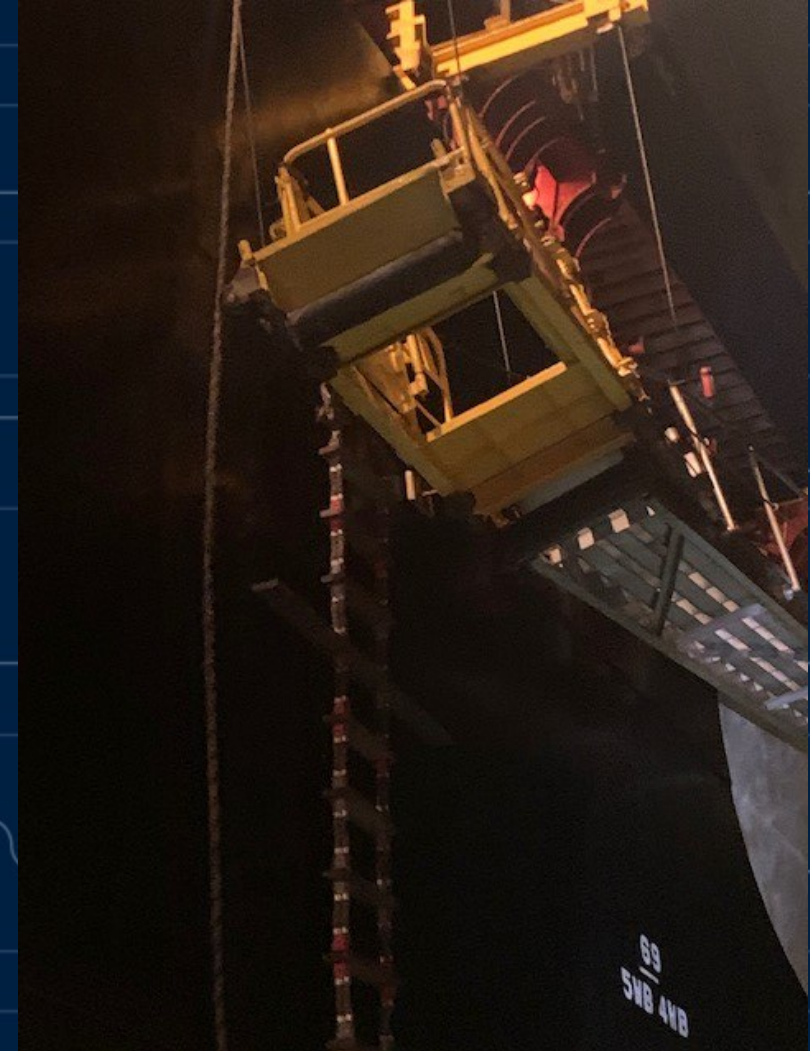


# Where it all started.... #DangerousLadders



# Let's talk some numbers....

IMPA 2018	4339	16%
IMPA 2019	4225	13 %
IMPA 2020	6394	13%
IMPA 2021	3322	12%
IMPA 2022	4664	17%
IMPA 2023	5386	21%



# Number of pilot incident reports in EMSA/SSN

91  
150

Member State	Incident Type								Protocol		Total
	SITREP	POLREP	WASTE	L&F Containers	Failed Notification	Pilot / Port Report	VTS Rules Infringement	Others	XML	WEB	
Belgium	14	1	-	-	-	-	-	-	14	1	15
Bulgaria	-	-	-	-	1	2	-	-	3	-	3
Croatia	22	1	-	-	1	-	28	8	60	-	60
Cyprus	-	-	-	-	-	-	1	-	-	1	1
Denmark	3	-	-	-	-	-	-	-	-	3	3
Estonia	4	-	-	-	-	-	1	-	5	-	5
Finland	52	-	-	-	2	-	28	6	88	-	88
France	71	100	1	-	1	19	3	25	198	22	220
Germany	6	-	-	-	-	-	-	-	-	6	6
Greece	22	2	1	-	1	-	2	9	-	37	37
Iceland	-	-	-	-	-	-	-	-	-	-	-
Ireland	3	1	-	-	-	-	-	-	-	4	4
Italy	162	-	-	-	1	16	2	74	-	255	255
Latvia	5	2	-	-	1	-	-	-	-	8	8
Lithuania	12	-	-	-	-	-	-	9	21	-	21
Malta	7	-	-	-	-	-	3	6	-	16	16
Netherlands	35	-	-	1	-	-	-	9	-	45	45
Norway	8	-	-	-	-	-	-	1	-	9	9
Poland	3	-	-	-	-	-	1	5	8	1	9
Portugal	9	-	-	-	-	-	-	1	-	10	10
Romania	2	-	-	-	-	-	-	-	-	2	2
Slovenia	-	-	-	-	-	1	-	-	1	-	1
Spain	46	-	-	-	-	-	-	3	49	-	49
Sweden	8	-	-	-	-	-	34	6	-	48	48
<b>Total</b>	<b>494</b>	<b>107</b>	<b>2</b>	<b>1</b>	<b>8</b>	<b>38</b>	<b>103</b>	<b>162</b>	<b>447</b>	<b>468</b>	<b>915</b>

07:39


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SAFE SEA NET (SSN)

[Home](#) > [Shipping Assistance Division](#) > Safe Sea Net (SSN)



After the accident with the tanker Erika in 1999 and later with the Prestige several directives from the European Union were issued for the prevention of accidents and pollution at sea, including the Directive 2002/59 / EC. This directive has the following objectives:

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following objectives:

- promote safety and efficiency of maritime traffic in the European Union
- enable more effective response to incidents and dangerous situations at sea
- Early detection of potentially risky vessels

SafeSeaNet is a European Maritime Information Network and managed by the European Maritime Safety Agency (EMSA).

Technical questions

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Operational questions

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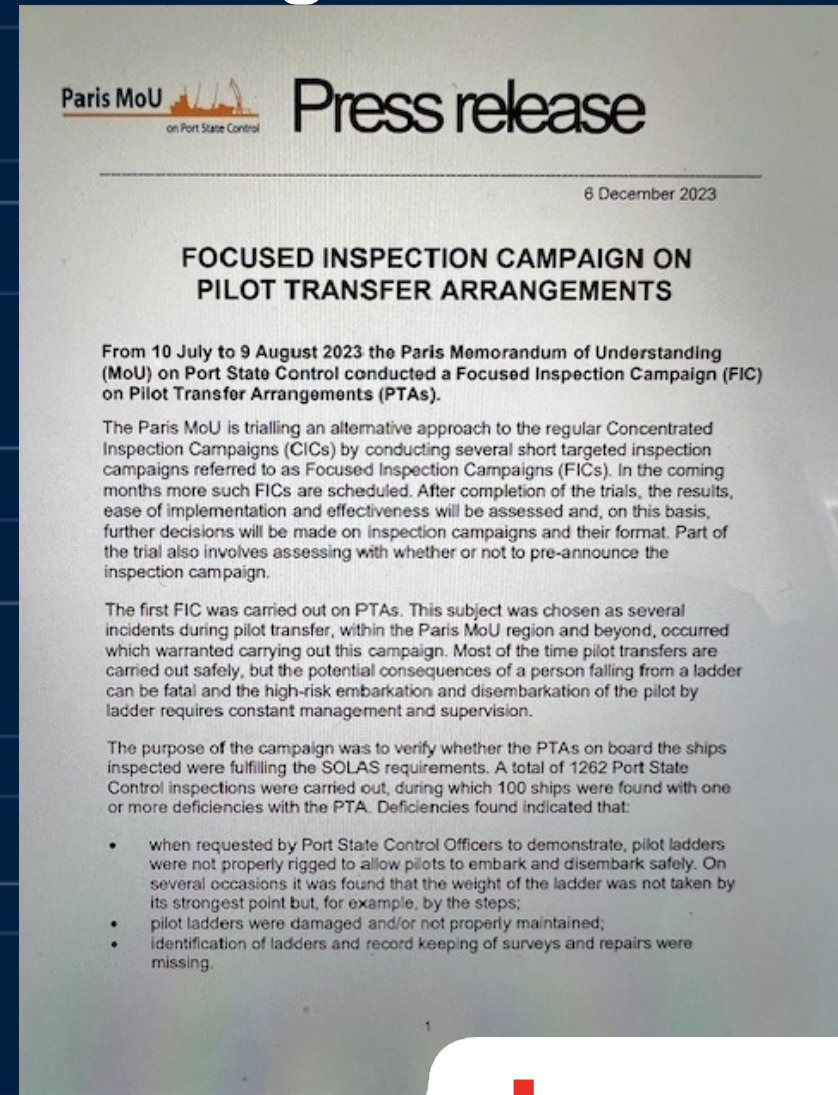
European Maritime Safety Agency



# Focussed inspection Campaign ParisMOU region

- 1262 were checked and a 100 nc, even when psc shows up...that means something:
- Probably the psc ladder was used
- Everyone on their toes and still things weren't correct.....

Still a lot to gain on that topic



# Now the real situation...

Snakes or ladders (Ewan Rattray): over 50%...

My tally: kept a tally starting 13th may 2018 until today

1095 vessels and 639 of them were non compliant...

58,36%

2949	135m 56dm 18-1-24 Ev-E-50 2045-2310 G. K. CHESTERTON NC TL	2957	250m 90dm 17-2-24 Vlns Rede- Stenbank 1100-1345 NC search at railway ITLC
2950	144m 72dm 19-1-24 Vlns Rede- Stenbank 1102-1600 NC Stenbank too short	2960	140m 71 172 56-VR 1610- NC TL / step broken
2951	nyk Paedalus 294m 10dm 31-1-24 Vlns Rede- Noordgast 0700 1210	2961	304 12dm 182 Vlns Rede- Stenbank WR 0845-1145 NC TL
2952	Phycar 205m 10dm 1-2-24 Vlns Rede- Stenbank 0200-0310	2962	HSL N.V. 210m 101dm 18-2- Stenbank- Vlns Rede WR 1145-1500
2953	135m 56dm 1-2-24 Stenbank-Scaldis 0345- NC Stenbank/Lifebuoy	2963	Saga Journey 199m 91dm 28-2-24 Scaldis - Zeebrugge 0415-0915
2954	230m 141dm 2-2-24 Vlns Rede- Ev A ne painted A 1850- NC ne painted A lifebuoy	2964	88m-30dm 29-2-24 Galio A- Bullterminal 0200-0300 NC Lifebuoy
2955	Baltic Swift 184m 104dm 16-2-24 Vlns Rede- Wandelaar 121-1100	2965	290m 100dm 19-2-24 Vlns Rede- Kluwecht 2245-0215 NC deck/lange staken
2956	180m 7.8 16-2-24 Ev C 1700-2015 NC 180m 7.8 16-2-24 Ev C 1700-2015 NC 180m 7.8 16-2-24 Ev C 1700-2015 NC	2966	224m 12dm 51dm SPRINT of Singapore 2215-0105 VR-



# Why don't we report deficiencies????

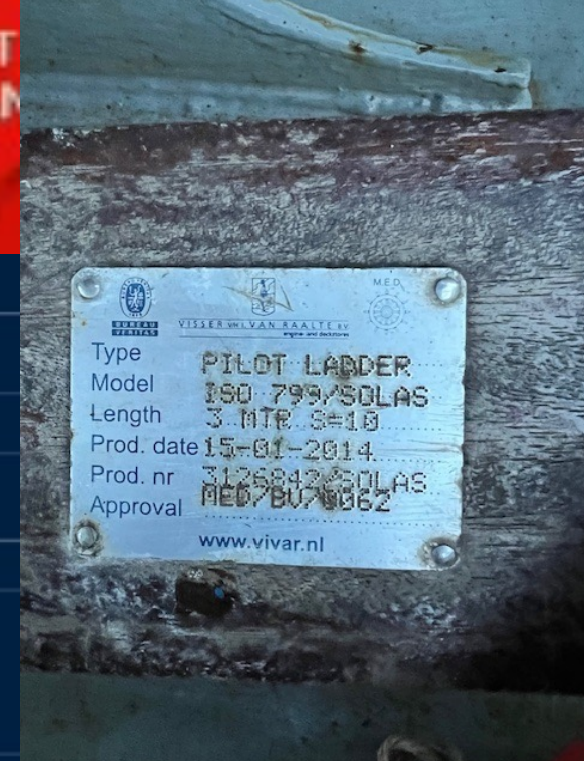
- To much paperwork
- 3 AM, I'll do it tomorrow
- Why bother...
- Looked good enough to me, SOLAS is bullocks
- No feedback after the report, or not the feedback you want to hear
- Capt was really nice, had a nice meal and perfect coffee
- Told them to sort it, if next time.....
- I'll get in trouble when I report (my contract will be terminated the next day)
- I report but the feedbacks says my report is unusable
- never had a bad ladder in my entire career
- won't happen to me, I'm invincible



The least you can do is make sure that the pilot after you has a safe pta, something the pilot before you didn't care to do..... Don't be the pilot before you!!

# Ways to report..

- psc
- app (empa/imp/ukmpa/pilot-guard/lis etc etc etc)
- app
- app
- app
- app
- app
- app
- app
- **Chirpmaritime**
- **DL**
- **email the next port**





[WWW.CHIRP.CO.UK](http://WWW.CHIRP.CO.UK)

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13:01

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Report type\*

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First name\*

Last name

Consent\*

☒ By checking this box, CHIRP will save your contact details for the purposes of investigating your report and will communicate with the email address verified on this device. It is important that this email is the one that you wish to use for all

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FEEDBACK Newsletters

MFB 74

THE HUMAN COST OF MARITIME INCIDENTS

12.03.24

MFB 73

THE KEY INGREDIENTS OF SAFETY

12.12.23

MFB 69

COMMUNICATION: THE KEY TO BETTER SAFETY

06.12.22

MFB 73

THE KEY INGREDIENTS OF SAFETY

12.12.23

MFB 72

TEAMWORK SAVES LIVES

12.10.23

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MFB62

Accommodation ladder fails after pilot embarkation

Initial report

A pilot boarded a ship using a combination rig. After their embarkation, and while the accommodation ladder was being recovered, the wire falls parted, and the accommodation ladder dropped to the sea and sailed in the water as the vessel was underway to the port. The Master alerted the pilot to what had happened when the pilot reached the bridge.

A subsequent inspection revealed that the bolts securing the wire had failed. A full port state control inspection took place the next day following a report on the incident. The accommodation ladder had been inspected by a classification society 18 months earlier.

The Master undertook remedial action with respect to the accommodation ladder and the fall securing.

CHIRP Comment

Pilot boarding arrangements are regularly featured in our Maritime FEEDBACK newsletters. However, the accommodation ladder is often perceived by ships' crews to be less of a risk because it is a robust structure and viewed as a part of the hull's structure. Because of these factors, accommodation ladders can be overlooked when undertaking ladder maintenance, especially items such as the full fixtures to which the wires are affixed. Like the pilot ladder, it is often difficult for a pilot to fully appreciate the safety standards of the accommodation ladder's fittings prior to boarding. This incident shows it is also an area of vulnerability and CHIRP wants to highlight this.

Many vessels, especially bulk carriers and tankers, have accommodation ladders that are positioned on exposed areas of the main deck where heavy seas and spray, combined with cargo residue and dust, can affect the fixtures and fittings and bring about accelerated corrosion. Access is often difficult, hampering inspections and maintenance. Design is a significant latent factor in this incident, which could have had extremely severe consequences for the pilot.

The photographs shown below highlight another failure of a gangway that has just occurred at the time of writing this report where the gangway wire had parted just after the pilot boarded the vessel.

The International Chamber of Shipping's (ICS) publication "Shipping Industry Guidance on Pilot Transfer Arrangements, Ensuring Compliance with SOLAS" very clearly describes the safe rigging requirements for pilots, including outlining the responsibilities for shore and on board management plus details for rigging of transfer arrangements for combination ladders which is described in IMO resolution A.1045(27).

Some shipping companies employ a permit to work (PTW) system for pilot boarding operations and CHIRP strongly urges all companies to consider adopting this as a best practice. It is not onerous and can easily be added to the SMS. It would provide assurance to pilots that the vessel takes their safety seriously.

Pilots have the right to decline to board vessels offering defective boarding arrangements, which can result in serious delay [and] report ... which could lead to a full port state control inspection with the risk of delay and financial penalties.

The ICS publication makes a very important point with respect to human behaviour. "A pilot who has climbed a correctly rigged ladder, and attended by an officer and a deck party, will be in the right frame of mind to give their best attention to the safety of the vessel." In effect, the pilot's integration into the bridge team starts at embarkation, and not when they arrive on the bridge.

Human Factors relating to this report

Capability - Is your team capable of recognising a worn or corroded securing fitting?

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Is your management team receptive to suggestions for change for poorly designed equipment? Does your company operate a Request for Change system?

Culture - Is there a culture of checking items of equipment to see if they are fit for purpose before use?

Does your company have a culture which does not operate at the minimum standards and instead sets higher standards? Do you feel that your gangway wires could be changed more frequently given that a person's life is dependent on their condition and strength?

What procedures does your company employ to confirm that the pilot boarding equipment is safe to use? Does your company have a permit to work system for pilot operations?

Local practices - Is the rigging of the ladder safe to use?

wanted to improve conditions on board. However, no significant changes occurred so CHIRP passed the report to the vessel's registered flag state and its classification society both of whom withdrew registration. This means that the vessel can no longer legally operate at sea until these issues are resolved.

A report issued by the United Nations Office for Drugs and Crime (UNODC) in 2020 highlighted that there are no generally accepted international standards that directly apply to floating armoures, nor is there an overarching industry organisation that can set expected minimum standards to which the companies providing armoured guards can adhere. Furthermore, because floating armoures operate in international waters for lengthy periods it is difficult to enforce compliance to national or international standards. Although inspections almost always take place only when the vessel is alongside in port.

Loodswezen

# Some more info about the ways to report

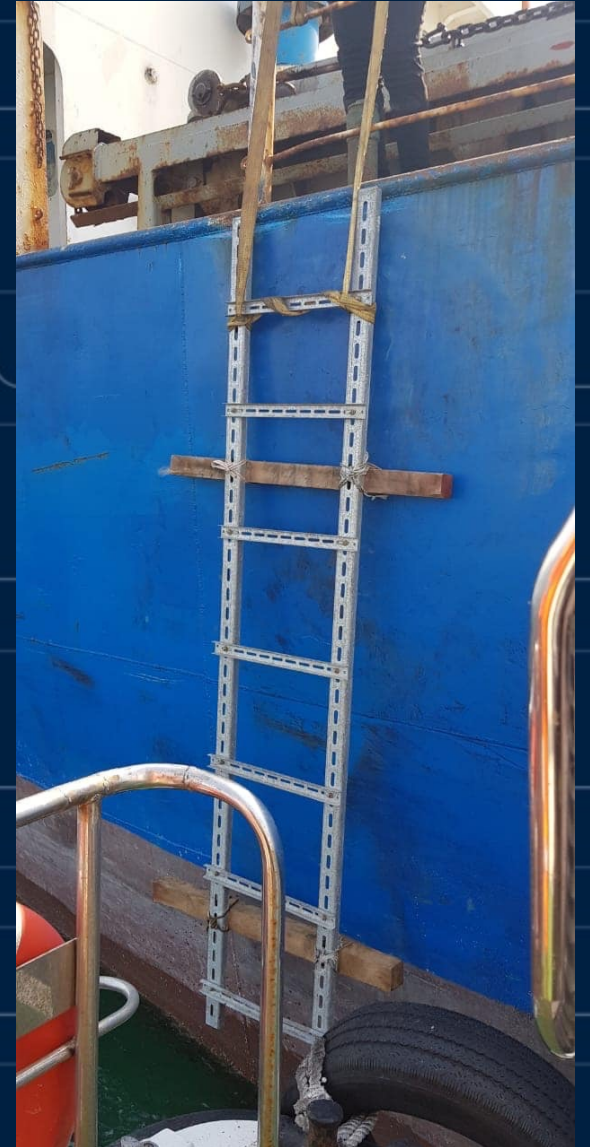
- IMPA app
- EMPA app (Amura)
- UKMPA app
- LIS-app
- TRENZ-app (Pilot-Guard)
- CHIRP-app
- DangerousLadders

What happens with the data, who owns it??

Is there interconnectivity???

Wat do we expect of reporting to the several apps?

Does the next port get notified?



# SOLAS CHAPTER V REGULATION 23

**ONLY USE SOLAS AND ONLY USE 2.1.....**

WHY??

- International law
- The predecessor also had 2.1 (terminating the gf clause..)
- Resolutions like a.1045 are not law
- Footnotes are not law
- Iso799 is not law except for EU flagged ships
- During the fic from ParisMOU this was used
- How about MED4.49?????



# SOLAS CHv REG23, 2.1 (1st July 2012)

## 2. General

2.1 All arrangements used for pilot transfer shall efficiently fulfil their purpose of enabling pilots to embark and disembark safely. The appliances shall be kept clean, properly maintained and stowed and shall be regularly inspected to ensure that they are safe to use. They shall be used solely for the embarkation and disembarkation of personnel.

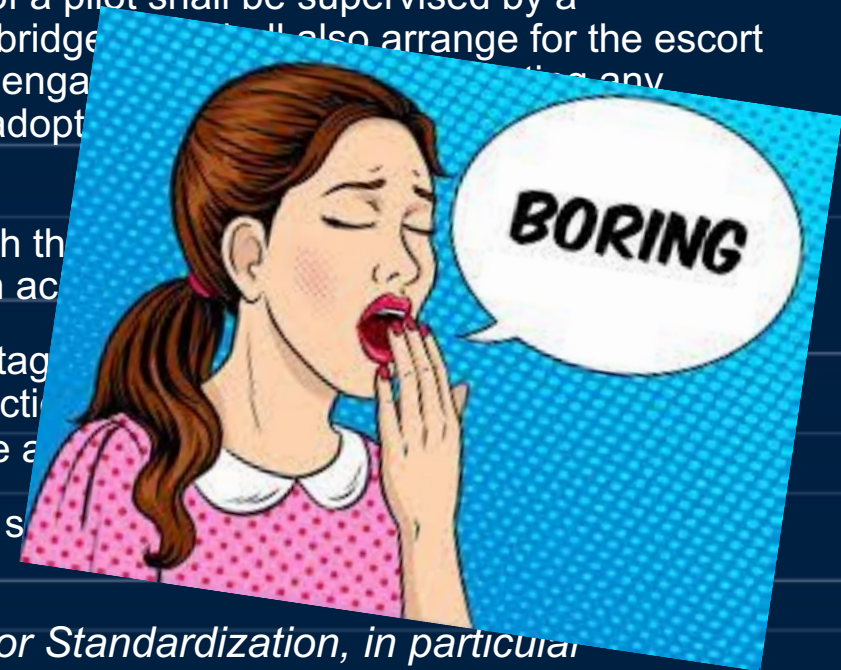
2.2 The rigging of the pilot transfer arrangements and the embarkation of a pilot shall be supervised by a responsible officer having means of communication with the navigation bridge. The responsible officer shall also arrange for the escort of the pilot by a safe route to and from the navigation bridge. Personnel engaged in the use of the pilot transfer mechanical equipment shall be instructed in the safe procedures to be adopted and shall be so instructed prior to use.

2.3 A pilot ladder shall be certified by the manufacturer as complying with the standard acceptable to the Organization<sup>5</sup>. Ladders shall be inspected in accordance with the standard.

2.4 All pilot ladders used for pilot transfer shall be clearly identified with tags to enable identification of each appliance for the purposes of survey, inspection and maintenance. The tags shall be kept on the ship as to the date the identified ladder is placed into service and the date of the last inspection.

2.5 Reference in this regulation to an accommodation ladder includes a ladder used for the transfer of personnel to and from the ship.

<sup>5</sup> Refer to the recommendations by the International Organization for Standardization, in particular publication ISO 799:2004, Ships and marine technology - Pilot ladders.



# How about grandfather clause in the 2012 version?????

1.1 Ships engaged on voyages in the course of which pilots may be employed shall be provided with pilot transfer arrangements.

1.2 Equipment and arrangements for pilot transfer which are installed [footnote] on or after 1 July 2012 shall comply with the requirements of this regulation, and due regard shall be paid to the standards adopted by the Organization<sup>footnote</sup>

1.3 Except as provided otherwise, equipment and arrangements for pilot transfer which are provided on ships before 1 July 2012 shall at least comply with the requirements of regulation 17 [MSC99(73)] or 23, as applicable, of the International Convention for the Safety of Life at Sea, 1974, in force prior to that date, and due regard shall be paid to the standards adopted by the Organization prior to that date.



# SOLAS chVr reg 23, 2.1 (1st January 1994))

## 2 General

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2.2 The rigging of the pilot transfer arrangements and the embarkation of a pilot shall be supervised by a responsible officer having means of communication with the navigation bridge who shall also arrange for the escort of the pilot by a safe route to and from the navigation bridge. Personnel engaged in rigging and operating any mechanical equipment shall be instructed in the safe procedures to be adopted and the equipment shall be tested prior to use.

*"If you are not part of the solution you are either a solid or gas."*

# SOLAS 1974 int. Conv. For the safety of life at sea

## General

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# Why should you report?

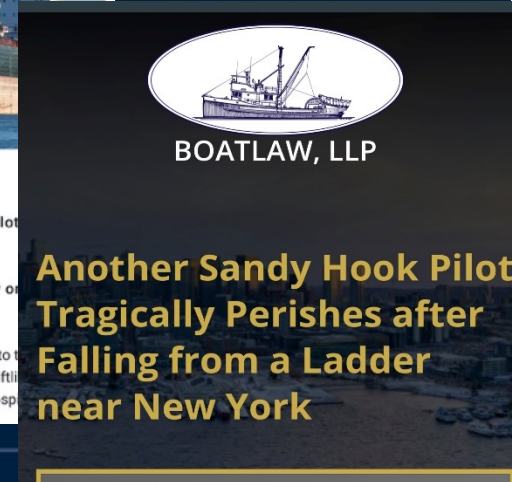


## Sandy Hook Pilot Dies in Boarding Accident at Port of New York and New Jersey

Mike Schuler



Picture courtesy www.Fleetmon.com  
Boarding Accident Claims Marine Pilot  
...alova, Turkey.  
...aritime-Executive.com as well as  
...eanews.com.tr report unanimously of  
...f a Turkish pilot on 18th July:  
...pilot Captain Cafer Kiribrahim (64) fell into the  
...boarding a tanker ship off the coast of Çiftlik  
...alova. Kiribrahim passed away in the hospital  
...taken to...



...m social media  
Nagasaki Port fell into the water at around  
...ime on 5 May while boarding the cruise  
...O PRINCESS, which was about to enter  
...69-year-old man was reportedly rescued  
...O PRINCESS lifeboat, but was sadly  
...d 2 hours later. The cruise ship docked  
...gasaki and left the port for Yokohama the same  
...day, 5 May.

Editors note:  
We will inform further about the vessel circumstances.

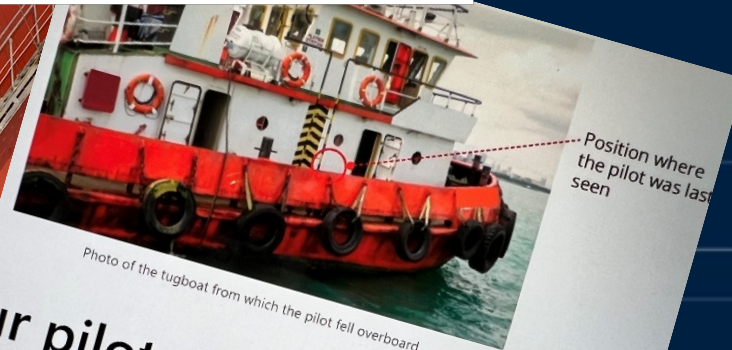


Photo of the tugboat from which the pilot fell overboard.

## Our pilot dies after falling overboard

# Conclusions:

- we don't like to report..
- there aren't much reports compared to nc arrangements
- more and more ways to report pop up, but..... See above..

The only way to sort it,  
is when you report it..

Method		Force achieved without slippage	Damage	Ease of use	Special considerations	Recommendations
D-shackle	27mm	2.8kN (maximum applied force)	Yes: to critical components of the pilot ladder	Very easy and quick	D-shackles may be considered an attractive securing option for personnel charged with rigging pilot ladders due to their ease of use. However, D-shackle use was demonstrated to transfer loading to the components of the step assembly resulting in damage to the structure and critical components of the pilot ladder.	Not recommended for use due to impact on ladder structure
	36mm					
Cow Hitch	Manilla, Polypropylene securing rope	<0.5kN (average)	No damage to the structure and critical components of the pilot ladder	Simple knot, low skill level	The cow hitch method did not damage the structure and critical components of the pilot ladder. However, the cow hitch method was demonstrated to deliver the worst holding performance of the three securing methods. The cow hitch always slipped, coming to rest on the step assembly – resulting in the undesirable situation where all the forces are concentrated on the step assembly.	Not recommended for use due to poor holding performance
	Lifting strap					
Rolling Hitch	Manilla, Polypropylene securing rope	2.2kN (average)	Signs of squashing and discolouration on side ropes, but no material damage was observed	Complex knot, high skill level. Requires a pre-load before use to ensure superior grip force	<p>The rolling hitch method resulted in signs of squashing and discolouration on side ropes, but no material damage was observed. The rolling hitch demonstrated holding performance which was at least 77% better than a cow hitch. However, the superior performance of the rolling hitch is conditional on the knot being tied correctly and being pre-loaded before use. If either of these pre-conditions is not met, the rolling hitch has the holding performance of a cow hitch.</p> <p>Of the material combinations tested, the least effective holding performance (rolling hitch) occurs when both side ropes and secure ropes are made from polypropylene.</p>	Recommended for use but holding performance is conditional

## MURPHY'S LAW ON PILOT BOARDING

1. Any knot that can come loose will do so at the most inconvenient moment
2. Slipknots are called like that for a reason
3. The last bolt of 8 holding the gangway platform up, will let go when a pilot stands on it
4. Gangway platforms that were severely stuck, will suddenly give way when a pilot steps on it
5. Rain always starts 5 minutes before the pilot transfer
6. Wind will start blowing 5 minutes prior to ETA pilot station
7. If there is a way to rig a pilotladder wrong, someone will do so eventually
8. The day you forget your helmet a twistlock will fall down from the vessel you're attempting to board
9. Automatic lifejackets will inflate automatically at the moment you absolutely don't want them to
10. From all ways to rig a ladder, the wrong way is the easiest
11. Whenever several things can go wrong, the one that causes most damage will
12. Every solution breeds new problems
13. It's impossible to make a foolproof pilot ladder securing device because fools are so ingenious
14. You cannot legislate for stupidity
15. Probability of a bow thruster failure is inversely proportionally to distance with the quay
16. If everything seems to be going well, you're overlooking something
17. The chances of the pilot launch scratching the paint of a vessel is directly proportional to the cost and date of the last drydock paintjob
18. A shortcut to the bridge is always the longest distance between 2 points
19. When you eliminate 4 ways on which a pilotladder can be rigged wrong, a fifth way you're unprepared for will promptly develop
20. You're always against the current until you're almost there
21. Wind is not your friend
22. A safe lee is non existing
23. When there is a chance of getting wet during transfer, you will
24. Pilot launches are exponentially stronger than ankles

## MURPHY WAS AN OPTIMIST



<sup>1</sup> ©ariepalmers2021

# QUESTIONS????

