



PUGET SOUND PILOTS
Protecting Puget Sound Since 1935

Pilot Transfer Arrangement Safety Newsletter



June 2023

JAPANESE PILOT FATALITY

On May 5th, at 0530 in the morning, a 69 year old Japanese pilot fell in the water while boarding the passenger vessel DIAMOND PRINCESS. A message was received by the Nagasaki coastguard station from the pilot boat stating that a pilot had fallen into the water while boarding the ship. The cruise vessel reportedly launched a boat which took the pilot from the water. He was pronounced dead two hours after the accident. The cause of the accident is not known.

At least 4 fatalities have occurred this year alone during the pilot transfer process worldwide.

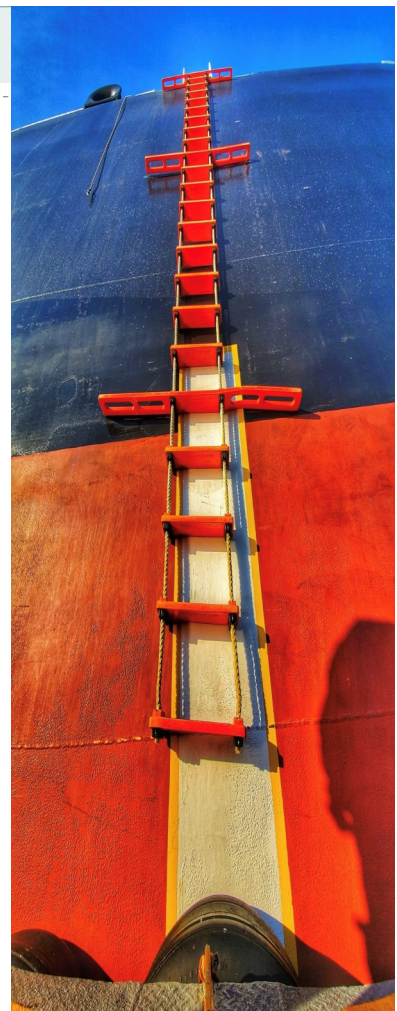
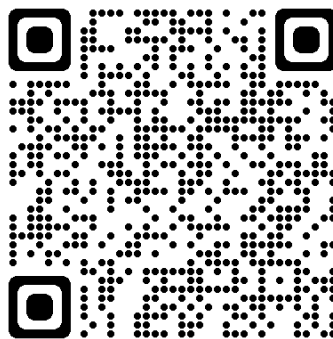
With cruise ship season now in full swing please be mindful of non-compliant arrangements and report them via the PilotLadderSafety app.

In 2022, PSP had 7 cruise ship PilotLadderSafety reports, 4 from the Carnival Splendor and 2 from the Eurodam. Both vessels received letters from PSP requiring corrective actions be taken for their PTA.

FRENCH PTA AWARENESS VIDEO

“20 Years of Accidentology” The French Maritime Pilots Association today launched a very impressive and useful instruction video on the safe and correct use of pilot ladder arrangements. Many thanks to the French pilots for this contribution to pilot ladder safety!

Pilot Boarding - Accidentology (2001-2021) - French Maritime Pilots' Association - YouTube

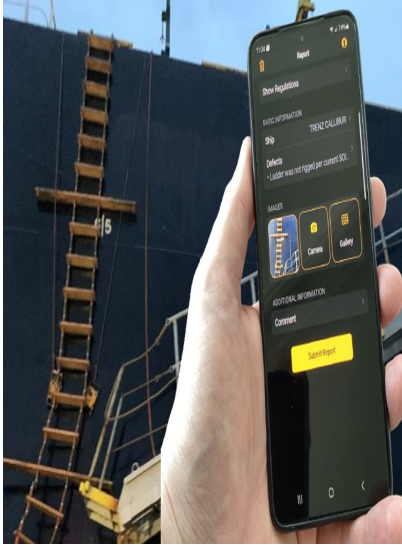


INSIDE THIS ISSUE

German App Ladder Tracking.....	2
Kelleher joins PTA Safety	2
BPC Reports.....	3
PilotLadderSafety.com.....	4
Ladder Report Highlight.....	4
Broken Stanchion.....	5
USNS Fisher.....	5

PILOT LADDER SAFETY REPORTS

- 218 Total reports thru 5/31/23
- 40 Reports 1/1/23-5/31/23
- Containership 38%
- Bulker 29%
- Tanker 18%
- Ro-Ro 6%
- Cruise ship 3%
- Pilot Ladder 40%
- Combo Ladder 24%
- Side port 9%



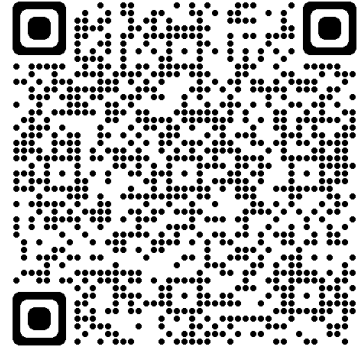
GERMAN PILOTS USING APP TO TRACK DATA

On behalf of the German Maritime Pilots' Association

The German Maritime Pilots' Association launched a new app in December 2022 to help German Maritime Pilots report defects and incidents on pilot ladders quickly and easily. This app is a great safety asset and will help improve safety for Pilots and prevent future accidents.

Marine-Pilots.com

PSP's PTA Safety Committee has been in contact with the GMPA and are sharing best practices for collecting data, ease of use for pilots, and how to best share information on non-compliant PTA's.



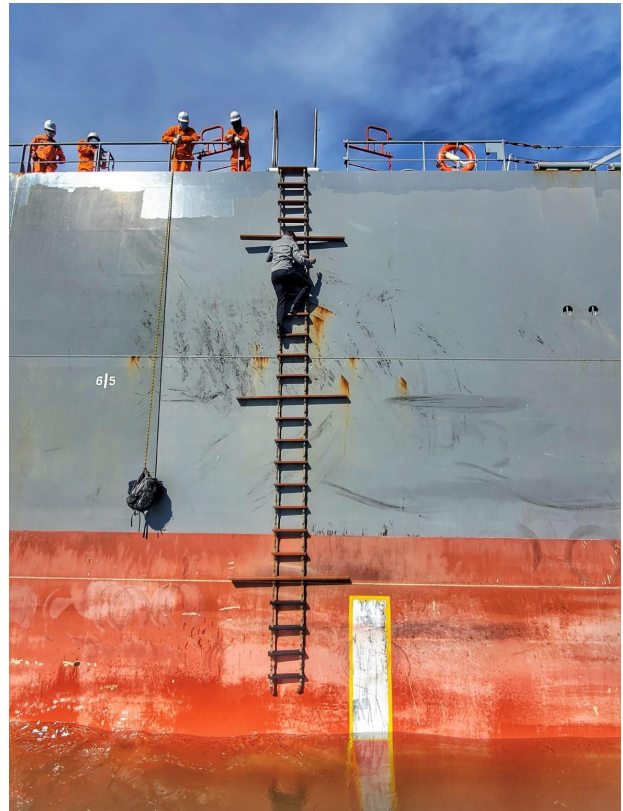
KELLEHER JOINS PTA SAFETY COMMITTEE

Capt. Kelleher has joined the Pilot Transfer Arrangement (PTA) Safety Committee.

This committee is made up of Captains Carlson, Anacker, Bendixen, Hannuksela, Kelleher, with additional help from Captain Grieser.

The purpose of this committee is help educate industry and others on proper Pilot Transfer Arrangements by way of documenting non-compliant arrangements with the PilotLadderSafety app. Then through direct contact with captains or agents on how to provide correct access to the vessel. Reports are also sent to the BPC which then provide them to the Harbor Safety Committee and the USCG after removing any pilot specific identification.

Any questions, concerns, or comments are always welcome and we would like to again thank all pilots that have submitted reports. These reports are making a difference and are helping to ensure that pilot transfers are done properly, which in turn ensures the safety of pilots worldwide.



BPC REPORT TO USCG ON NON-COMPLIANT PTA'S

Reports of Dangerous Pilot Transfer Arrangements -- To be Reviewed by Pilot Safety Committee
State of Washington Board of Pilotage Commissioners

Date	Vessel Name	Flag	Type	Photo(s)?	Notification	Description	Admin Note(s)
03/17/2023	DUBAI GALACTIC	MHL	Bulker	NO		Retrieval line at or below 4th step or leading aft 5,8,10. Captain notified of deficiency and issue corrected prior to disembarking.	
03/19/2023	MIDNIGHT GLORY	MHL	Tanker	NO		Retrieval line at or below 4th step or leading aft 5,8,10; When rigging Pilot noticed deficiency Reported to Master. Corrected prior to disembarking.	
03/20/2023	OCEAN BAO	HKG	Bulker	YES		Missing stanchion on lower platform. Retrieval line below 5th step. Retrieval line leading aft could get hooked on pilot boat.	
03/21/2023	PACIFIC HONOUR	PRT	General Purpose	YES		Retrieval line at or below 4th step or leading aft	
03/27/2023	SCRUB ISLAND	HKG	Bulker	NO		Accommodation Ladder not secured to ship's side 3,4,5,8,10; Accommodation lower platform not horizontal 1,2,3,5,8,10; Ladder not rigged 1 m above the water, Rigged approx 4 m above water. Notified Master of all non-compliance's and we're corrected prior to disembarking.	
03/30/2023	SPRING BREEZE	PAN	Bulker	NO		Steps/spreader bent, crooked, uneven spacing/loose 2,4,5,8,10; Retrieval line at or below 4th step or leading aft 5,8,10; Unsafe Intermediate Hold Down for Ladder or Accommodation 3,4,5,8,10; Ladder not secured or improperly/loosely secured 1.5m above lower platform 4,5,8,10	

The above reports were emailed to the following addresses at USCG on 04/08/2023

[Port State Control: D13-SMB-SectorSeattle-PSCAdmin@uscg.mil](mailto:PortStateControl-D13-SMB-SectorSeattle-PSCAdmin@uscg.mil)

[Domestic Vessels: SecSeaDispatch@uscg.mil](mailto:DomesticVessels:SecSeaDispatch@uscg.mil)

Bettina Maki | Program Analyst | State of WA Board of Pilotage Commissioners
d: 206.515.3647 | 2901 Third Ave, Ste 500 | Seattle, WA 98121 | www.pilotage.wa.gov

Ladder safety references available at BPC web site

<https://pilotage.wa.gov/safetybulletins.html>

- 1) IMCO Res. A.426 for vessels constructed 1979-1999*
- 2) IMO Res. A.889(21) for vessels constructed 1999-2012*
- 3) Resolution MSC99(73) renumbering Regulation 17 as Regulation 23 for vessels constructed after July 2002*

*Suspended-For Reference Only

- 4) SOLAS Regulation V/23
- 5) IMO A.1045(27)
- 6) ISO 799-1_2019
- 7) IMO MSC.1/Circ.1331 Gangways
- 8) MSC.1/Circ.1428 Pilot Ladder Poster
- 9) IMO Res. A.1108 (29)
- 10) MSIB 21-20, Change 2

Reports of Dangerous Pilot Transfer Arrangements -- To be Reviewed by Pilot Safety Committee
State of Washington Board of Pilotage Commissioners

Date	Vessel Name	Flag	Type	Photo(s)?	Notification	Description	Admin Note(s)
04/03/2023	SM LONG BEACH	KOR	Container	NO		No mechanical device to lock powered winch reels 5,8,10 Master notified ladder reel must be secured with mechanical device (pin or turnbuckle). Master notified reel had drilled out hole that could be utilized.	
04/07/2023	SEAMAX MYSTIC	MHL	Container	YES		Pilot Ladder: Weight of ladder rests on step/spreader due to hold down device pin, railing or deck tongue 2,4,5,8,10; Side Pilot Port: Improper Rigging 3,4,8,10; Ladder Winch Reel: Improper rigging 4,5,8,10	
04/12/2023	MSC BRUNELLA	PMD	Container	YES		Pilot Ladder: Weight of ladder rests on step/spreader due to hold down device pin, railing or deck tongue 2,4,5,8,10; Retrieval line at or below 4th step or leading aft 5,8,10; Other (please specify in comments below)	
04/17/2023	PLUTO LEADER	PAN	RORO	NO		Ladder Winch Reel - Pilot ladder not secured independent of winch reel 5,8,10 Reel was pinned but ladder not independently secured to deck; Steel slide below reel to deck edge prevents proper means to secure ladder; Next port call, Master will be informed.	
04/19/2023	ONE PARANA	HKG	Container	YES		Deck tongue or other clamping hold down arrangement. Ladder not made fast to the ship by line.	
04/19/2023	EVER SALUTE	SGP	Container	NO		Side Pilot Port, Improper Rigging 3,4,8,10 Ladder extends to deck above and was not fastened to the side of the ship 1.5 meters above the boarding platform. Spreader rests against opening of Pilot port and twists into the open door when climbing.	
04/22/2023	UNI BULKER	HKG	Bulker	YES		Retrieval line at or below 4th step or leading aft 5,8,10	

The above reports were emailed to the following addresses at USCG on 05/11/2023.

[Port State Control: D13-SMB-SectorSeattle-PSCAdmin@uscg.mil](mailto:PortStateControl-D13-SMB-SectorSeattle-PSCAdmin@uscg.mil)

[Domestic Vessels: SecSeaDispatch@uscg.mil](mailto:DomesticVessels:SecSeaDispatch@uscg.mil)

Bettina Maki | Program Analyst | State of WA Board of Pilotage Commissioners
d: 206.515.3647 | 2901 Third Ave, Ste 500 | Seattle, WA 98121 | www.pilotage.wa.gov

Ladder safety references available at BPC web site

<https://pilotage.wa.gov/safetybulletins.html>

- 1) IMCO Res. A.426 for vessels constructed 1979-1999*
- 2) IMO Res. A.889(21) for vessels constructed 1999-2012*
- 3) Resolution MSC99(73) renumbering Regulation 17 as Regulation 23 for vessels constructed after July 2002*

*Suspended-For Reference Only

- 4) SOLAS Regulation V/23
- 5) IMO A.1045(27)
- 6) ISO 799-1_2019
- 7) IMO MSC.1/Circ.1331 Gangways
- 8) MSC.1/Circ.1428 Pilot Ladder Poster
- 9) IMO Res. A.1108 (29)
- 10) MSIB 21-20, Change 2

**PILOT
TRANSFER
ARRANGEMENT
SAFETY
COMMITTEE**

LADDERSAFETY@pspilots.org

- Capt I. Carlson
- Capt S. Anacker
- Capt S. Bendixen
- Capt M. Hannuksela
- Capt N. Kelleher
- Capt K. Grieser

Additional Info:

Dispatch screen:

- Pilot Information tab:
- Ladder Safety

Here you will find a link to the PilotLadderSafety app along with additional links to regulatory information and requirements regarding PTA's.

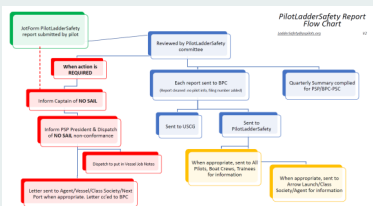
Dispatch screen:

-Vessel Name*

—When an “**” follows a vessel name there is an important note regarding that vessel. Moving forward if a letter has been sent to a vessel for a non-compliant PTA or there is a known PTA hazard, an “**” will be placed next to the vessel. In the vessel notes pertinent PTA info will be listed. If the pilot requires additional information, request from Dispatch to email you the Non-Compliant PTA letter .

PilotLadderSafety Report Flow Chart:

-This is the defined process for all submitted PilotLadderSafety reports.



PILOTLADDERSAFETY.COM

Pilot Ladder Safety – Do It Right The First Time. Every day around the world, maritime pilots board and disembark ships using pilot ladder arrangements. When the pilot ladder is not used properly, a routine procedure can turn into a critical hazard . There are some very good reasons for using the pilot ladder in the correct way: **The safety of the pilot and the structural integrity of the pilot ladder. The aim of this website is to increase Pilot Ladder Safety awareness by showing good practice on the rigging and safe use of the pilot ladder. Through this site, by sharing information, news and feedback about good practice, we can raise the standards of Pilot Ladder Safety – Do It Right The First Time.**



HIGHLIGHTED LADDER REPORT

We will highlight a submitted PilotLadderSafety Report in this section each newsletter!

Saturday, April 8, 2023

NON-COMPLIANT TRANSFER ARRANGEMENT

Date: Friday, April 7, 2023

Vessel Name: SEAMAX Mystic

IMO #: 9732606

Flag State: MHL

Vessel Type: Containership

Master Notified: Yes

Pilot: [REDACTED]

Geographic Location: Pilot Station

Wind / Sea State / Visibility: W'y 5-10

Day/Night: Night

Boarding/Disembarking: Boarding

Port/Starboard: Starboard

Non-Compliance: Pilot Ladder Side Pilot Port Ladder Winch Reel

Pilot Ladder: Weight of ladder rests on step/spreader due to hold down device pin, railing or deck tongue 2,4,5,8,10

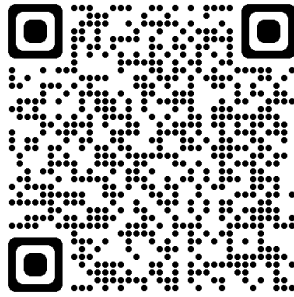
Side Pilot Port: Improper Rigging 3,4,8,10

Ladder Winch Reel: Improper rigging 4,5,8,10



BROKEN STANCHION WHILE BOARDING

While boarding the Aries Pearl the main deck hand-hold stanchion “broke” (deteriorated) when the pilot grabbed ahold of it. Fortunately there were no injuries. This is a reminder that just about anything can fail, even the most unlikely parts of the Pilot Transfer Arrangement. This was shared with PSP from the Hawaii Pilots and another example of how all WC Pilot groups are working together to increase pilot safety.



QR Code: USCG Safety Alert on Handhold Stanchions



USNS FISHER AND BOB HOPE CORRECTIVE ACTION

The USNS Fisher and USNS Bob Hope arrived in Puget Sound mid May with known non-compliant trap door arrangements.

Thanks to our continued efforts to share PTA information between WC Pilot groups we were notified by COLBAR that PS was their next arrival port. Captains Carlson and Bendixen reached out to both Captains and agents of the vessels and were able to share best practices and expectations in order to facilitate a safe pilot boarding.

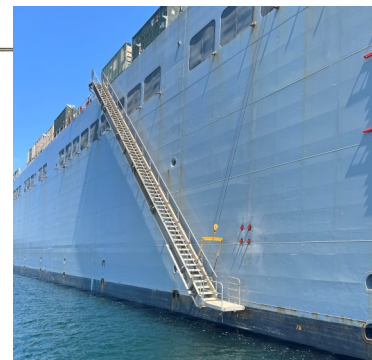
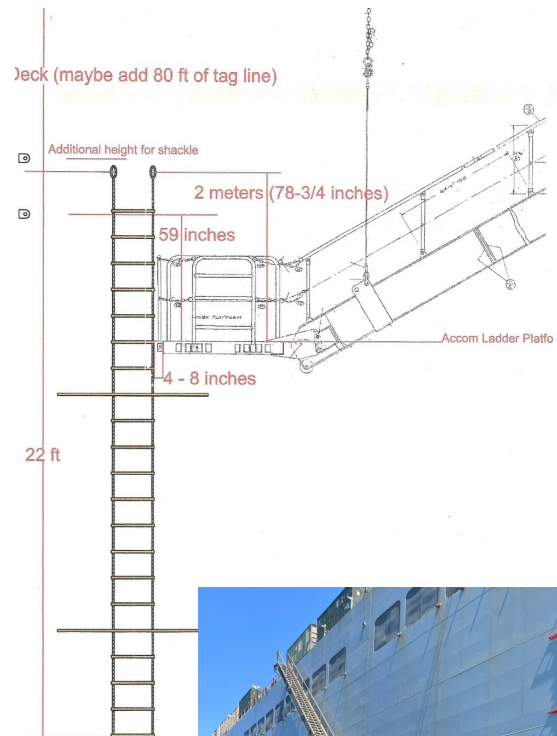
Additional information was shared to the vessel on how to resolve the known issue for this class of vessel. The USNS Bob Hope, which has been a regular caller in PS provided technical drawings to resolve the issues and we were able to provide those to the USNS Fisher.

After a well intended but failed modification while in PS on the USNS Fisher which was approved by ABS (attached photo), the APA, MSC and MARAD have all become involved. Capt Bendixen visited the USNS Fisher and had a thorough in person conversation with the Capt and email correspondence with their port engineer. PSP provided additional tech-

nical drawings, examples of successful modifications, and pertinent regulations.

We continue to share information with all parties in the hopes that the entire vessel class will correct their PTA's.

PSP has also contacted the pilots at the USNS Fisher's next port of call in Australia to inform them of the situation.



After mod: Not 5m above water!

