

Starboard Pilot Ladder Broken

Vessel Name:

User Report Number:

General

General

Report No: XXXX-XXXX-0001-2019

User Report No:

Created By:

Report Overdue On: 18/02/2019

Sent By:

Original Closed By:

Last Closed By:

Report Author:

Voyage No. :

Master:

Superintendent:

Operations Manager:

Charterer:

Commercial line:

Analysis Methodology: Systematic Cause Analysis Technique

Responsible:

Safety Project Code:

Extend: No

Extend Until:

Extend Reason:

Involved:

Crew Injury: No

Vessel Damage: Yes

Environmental: No

Other Personnel Injury: No

Cargo Damage: No

Commercial/Service: No

Passenger Injury: No

Third Party Liability: No

Owner's Agent:

Person In Charge: Sherwin Clyde Cereno

Confidential: No

Media Involved: No

Create Date: 02/01/2019

Re-assess Report after: 0 Day(s)

Sent Date: 04/01/2019

Original Closed Date: 13-Mar-2019

Last Closed Date: 13-Mar-2019

Default Currency: USD

Vessel Details

Name:

IMO No:

Type: TANKER

Owner: TAI CHONG CHEANG S/SHIP (HK) LTD

Call Sign:

Flag: Singapore

Port of Registry:

Pool: POOL 1

Class Society: American Bureau of Shipping

Year Built:

Hull No:

GRT:

NRT:

Length (m):

Breadth (m):

Moulded Depth (m):

Loss

Personnel - Crew

Crew 0

Personnel Information

Crew Name: (Last) (First) (Other)

Nationality:

Rank:

Address:

City,Country: ,

Manning Agent:

Gender:

Date of Birth:

Employment Date:

Telephone:

Pool Code:

Injury Details

Involved Police Investigation:
 Name:
 Injury Classification:
 Object Involved:
 Estimated Offhire [DDD:HH:MIN]:
 Days/Hours Off-Work [DDD: HH]
 Comment:

Missing:

Estimated Costs [USD]:

Personnel - Other Personnel

Personnel 0

Personnel Information

Personal ID:
 Passport No.:
 Nationality:
 Rank:
 Address:

Gender:

Date of Birth:

City, Country: ,
 Telephone:

[Next of Kin]

Last Name:
 First Name:
 Relationship:

No. of Children:

Injury Details

Involved Third Party Liability :
 Involved Police Investigation :
 Name:
 Injury Classification:
 Object Involved :
 Estimated Offhire [DDD:HH:MIN]:
 Insured By:
 Comment:

This Person Signed the Injury Report :
 Missing :

Estimated Costs [USD]:
 Information Supplied By:

Personnel - Passenger

Passenger 0

Personnel Information

Personal ID:
 Passport No.:
 Nationality:
 Rank:
 Next of Kin: -
 Address:

Gender:

Date of Birth:

No. of Children:

City, Country: ,
 Telephone:

Injury Details

Involved Third Party Liability:
 Involved Police Investigation:
 Name:
 Injury Classification:

This Person Signed the Injury Report:
 Missing:

Object Involved:

Estimated Offhire [DDD:HH:MIN]:

Insured By:

Comment:

Estimated Costs [USD]:

Information Supplied By:

Property - Vessel DamageDamage: **Lifting and Transport Equipment**Severity: **Major**Estimated Offhire [DDD:HH:MIN]: **0 : 0 : 0**Estimated Costs [USD]: **0.00**Comments: **Manila rope of Stbd pilot ladder was cut / parted on the 2nd ladder step from the bottom.****Property - Cargo Damage**

Damage:

Severity:

Estimated Offhire [DDD:HH:MIN]:

Estimated Costs[USD]:

Customer:

Product name:

Quantity:

Comments:

Property - Third Party

Damage:

Severity:

Estimated Offhire [DDD:HH:MIN]:

Estimated Costs [USD]:

Comments:

Environmental

Estimated Offhire [DDD:HH:MIN]:

Estimated Costs [USD]:

Product Name:

Quantity:

MARPOL Category:

Contained Spills:

Spilled in Water:

Spilled Ashore:

Pollution:

Comments:

Commercial/Service

Estimated Offhire [DDD:HH:MIN]:

Estimated Costs [USD]:

Commercial Impact:

Customer:

Comments:

Costs And Offhire Summary

<u>Loss</u>	<u>Sum Direct Costs</u>	<u>Sum Offhire [DDD:HH:MIN]</u>	<u>Date</u>
Vessel Damage	0.00	0 : 0 : 0	04/01/2019

Total Direct Costs	0.00 [USD]	0 : 0 : 0
Total Offhire Costs	0.00 [USD]	
Total Costs	0.00 [USD]	

Event**Events Details**Event Code: **Safety Related Equipments**Event Date: **28/12/2018**Local Time: **02:56**Time Zone: **GMT+2**

Vessel Position Info : **OPL Capetown, South Africa: Lat 28.086S, Long 015.289E**

Event Details: **On arrival OPL to pick up provision and crew change, combination ladder was rigged on starboard side (Pilot ladder 1m and Gangway 6m above water – as per service boat “OCEAN SURGE” instructions). Sea was with 3.0 – 4.5m swell and vessel rolling moderately. Several attempts were made by service boat to come alongside again in order for the onsigner to come on-board. Agent boarded the vessel at 0245H LT, hand carried luggage were picked up using heaving line. Due to heavy swell, the service boat backed out and waited for the swell to subside prior approaching again and letting the onsigner come on-board at 0256H. While doing so, the service boat made contact with the 2nd ladder step of the pilot ladder and broke the rope. The broken step board was within the rubber steps (2 steps from the bottom part).**

Severity: **Non-Minor(<USD10,000)**

Risk Statistic:

Probability	Consequence			
	Personnel	Property	Environment	Service Loss
2		2		
Risk =		4		

Place of Incident: Location: **In Port**

Port Name: **CAPE TOWN**

Country: **South Africa**

Berth Name: **OPL**

Pilotage Area Name: -

Anchorage Area Name: -

Operation Details

Operation

Personnel Activity: **Transferring equipment / stores / weights**

Vessel Operation: **Replenishment of Stores / Spares**

Load Condition: **Ballast**

Department involved: **Deck**

External Environment

Location on Board: **Gangway/ pilot ladder**

Wind Force: **6 Strong Breeze (22-27 kn
10.8-13.8 m/s)**

Wind Direction: **18 S**

Visibility: **Very Good (over 25 NM)**

Weather Condition: **Clouded**

Sea Condition: **5 - Rough (2.5-4.0 m)**

Swell Direction: **23 SW**

Current Force: **Low Current (0-3 knots)**

Current Direction: **23 SW**

Work Environment

Light Condition: **Adequate light**

Physical Condition: **Stable**

Acoustic Condition: **Some Noise**

Climate / Temperature: **Normal temp. (8C to 25C)**

Comments

Comments: **Picking up stores/ fresh provisions and crew change at OPL while vessel underway/drifting.**

Eyewitness Information

Eyewitness Name:	(Last)	(First)	(Other)
Eyewitness Address:			
Eyewitness City ,Country:			
Eyewitness Telephone:			
Eyewitness Name:	(Last)	(First)	(Other)
Eyewitness Address:			
Eyewitness City ,Country:			
Eyewitness Telephone:			

Component

Cause(s)

Immediate Cause(s)

Available Causes: **Adverse sea conditions**

Comments: **Sea conditions were about 3 - 4m swell, several attempts were made by service boat to approach and let the onsigner come onboard.**

Root Cause(s)

Available Causes: **Poor Judgement**

Comments: **The service boat did not properly anticipate the rise and fall of swell (which is about 3-4.5m), thus coming in contact and getting the line of the pilot ladder snagged on her bow and breaking it.**

Reference(s)

Reference #0

Regulation Name:

Regulation Group:

Regulation Section:

Regulation No:

Regulation Description:

Comments:

Corrective Action

Action # 1

Immediate Cause(s):

Adverse sea conditions;

Corrective Action: **Immediately inform the Master and assessed whether the pilot ladder can still be used for disembarkation of personnel.**

Resource:

Start Date: **28/12/2018**

End Date: **31/12/2018**

Verified By:

Completed By:

Completed Date: **31/12/2018**

Job Orders Details

Id -Description Status	Department	Due Date	Done Date	Component Id - Description	
				Class Reference	Job Class
-					

Preventive Action and Follow Up

Main Action # 1

Action Code: **Accident/incident investigation system**

Description: **Assessment and verification of procedures**

Resource:

Start Date: **28/12/2018**

End Date: **31/12/2018**

Completed By:

Completion Date: **31/12/2018**

Verified By:

Comments: **Procedures of embarkation/disembarkation of personnel at high seas while vessel underway/drifting with heavy seas and swell to be thoroughly discussed. Other types of personnel transfer to be implemented when such environmental conditions is anticipated.**

Job Orders Details

Id -Description Status	Department	Due Date	Done Date	Component Id - Description	
				Class Reference	Job Class

Sub Action # 0

Sub Action Code:

Description:

Resource:

Start Date:

End Date:

Completed By:

Verified By:

Comments:

Main Action's Start Date:

Main Action's End Date:

Completion Date:

Feedback

Description: **Embarkation & disembarkation of ship personnel by boat at open seas a proper Risk Assessment is a must. Sufficient/good leeway shall be provided to the boat prior her approach.**

If weather and seas does not permits due to rough seas, heavy long swell then vessel shall apply " Stop Work Order " re- assess the situation, alert the office concerned personnel to source alternative safe transportation e.g by helicopter.

From:

Created On: **04/02/2019 3:11:17PM****Defects/Claims****Defects**

Defect No:

Defect Status:

Damaged Component

/ Damage Item

Expiry Date:

Date of Failure:

Defect Type:

Due Date:

Priority:

Claims

Claim No:

Claim Type:

Damaged Component

/ Damage Item

Maker:

Maker's No:

Model:

Date:

Expiry Date:

Claim Status:

Yard:

Maker Description:

Model Description:

Review and Meetings

Status	Site	Site Name	Description	Title	Recipient	Date

Documents

Document	Description	Type	Bookmark	Revision	Last Revisor	Revised Date	Via