

FREMANTLE PORTS

Incident and Process improvement

Serious Marine Incident - Marine Pilot Transfer

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SERIOUS MARINE INCIDENT - Marine Pilot Transfer

- 25 August early am
- Marine Pilot fall from height during disembarkation
- Unsafe pilot embarkation arrangements - parting of man-ropes
- Lack of maintenance and inspection regimes



ISSUES NOTED during enhanced surveillance

- Pilot ladders more than 4 years old and in poor conditions
- Poor storage locations used for Marine Pilot Transfer equipment
- Safety Management Systems
- Fraudulent Classification Society certificates provided by suppliers to ships
- Unsafe trap door arrangements
- Unsafe methods used for rigging and securing of pilot ladders
- Manropes not complying with the size requirements (28mm 32mm)
- Non-compliance with SOLAS Chapter V Reg 23, IMO Res. A.1045(27), ISO 799-1:2019 and supplementary standards (ISO 799-2:2021 and ISO 799-3:2022)
- Manropes did not have applicable test certificates

Actions implemented

- Enhanced surveillance from Fremantle Ports (pre-arrival), pilots, pilot boat crew. Identification of sub-standard arrangements and vessels
- Engagement with Classification Societies for certificate verification collaboration
- Engagement with local independent operators for ship inspections
- Communication with other Australian Ports Harbour Masters'

Minimum Marine Safety Criteria



BEST PRACTICE AND MARINE SAFETY CRITERIA BULLETIN 02-2022

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• Reference to standards ISO 799-1:2019 - Design and specificiation

ISO 799-2:2021 - Maintenance, use, survey and inspection

ISO 799-3:2022 - Attachments and associated equipment

- Training to crews Rigging, testing, inspection, storage, maintenance and care of pilot ladders and supplementary equipment
- Identification "For Marine Transfers only"
- Maximum age of pilot ladders 30 months form date when the ladder was received onboard
- Maximum age of manropes 12 months from date the manrope was put in service. Source coil
 not more than 12 months old



THANK YOU

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