



RIZZO-BOTTIGLIERI-DE CARLINI
ARMATORI S.p.A.

Dear Sir,

in reference to the report sent to us on 28 December 2017 and based on our investigations, please note our root cause and corrective action that the Company will put in place to avoid the incident will happen again. We consider these comments as a contribution to the safety onboard our vessels and to our Company task for continuous improvement. With regards to the observation arised , we would like to comment as follows :

Maria Bottiglieri at New York 28.12.2017 – Pilot Ladder defective

Company comments / corrective action

Observation No.	1
Description	<i>Pilot Ladder: Pilot ladder's rung broke and fall while Pilot boarding. Additional remarks: While climbing ladder, Pilot ladder rung broke causing pilot to fall one rung. While Pilot boat was alongside, ship altered course to port causing Pilot boat crew to be soaked with freezing water.</i>
SIRE Ref.	NA
Cause – Corrective Actions	<p><u>Root cause analysis</u></p> <ul style="list-style-type: none">• According the certificate of the pilot ladder used for embarked the Pilot in New York, the ladder is in compliance with actual national and international conventions SOLAS MSC 308 (88) and IMO Resolution 1045 (27).• The pilot ladder on subject was new and never used at time of incident. Master put in place the new one in order to grant the more safe access for the Pilot.• The Pilot ladder has been put in place on arrival in New York in the early morning on 28.12.2017 at 0500 Lt, it was dark and the Officer in charge for Pilot access did not notice that the rung of the step was slack.• The Vessel, before embarking the pilot, made a change of course of 90 ° in order to create shelter and allow the pilot to get on board, once the pilot was on board, the Vessel has returned to the established route by approaching on its port side <p><u>Corrective action</u></p> <ul style="list-style-type: none">• Immediately the Master order the officer to check the condition of the Pilot Ladder and noted one side of he one step is slack.• The Pilot ladder has been replaced with other one that was also new, the new Pilot Ladder has been before put in service has been verify and checked the all rung was very tight.• The Pilot disembark at 0906 Lt and embark On 1300 without problem.• The Master has been instructed to performed the appropriate training seminar and recall the attention to the company circular letter nr. 17\2012 issued on 05.12.2017• The Company will issue a the Safety Bulletin regarding the incident <p><u>Preventive action</u></p> <p>The issues will be communicated to all vessels under management aiming to avoid reoccurrence.</p>
Date Rectified	29.12.2017

Safety/Vetting Dept.

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