



Vessel : STI Leblon

Date : 24th April 2019

MASTER'S STATEMENT

I stated this report due to receiving "pilot boarding deficiency report" prepared by docking pilot regarding his disembarkation with using ship's gangway after being all fast to KMI, dock #3, New Jersey.

Ship's crew discussed with Loading Master to adjust ship's position for hose connection and gangway position once spring lines already fast. Loading Master has advised no shore gangway available and ship's portable gangway to be used, also stated in SSSCL during key meeting. 4 pieces of 8" cargo hoses were provided by terminal & terminal had only one suitable platform place vessel was able to land down ship's gangway. Therefore, ship's gangway 15 meters length could not be placed in original landing positions by shifting the vessel either forward or aft side of the manifold area due to total number of cargo hoses and terminal's restricted ship's gangway landing place.

The only way to landing down ship's gangway to shore was placing the gangway on hose support as decided after discussion with Loading Master. Approximately 1.5-2.0 meters part of gangway was out of hose support at the ship's end once gangway placed on hose support, because gangway could not be moved more to shore side due to preventing gangway touching to shore's railguards, because shore platform was not long enough.

While gangway was rigging in progress, pilot was awaiting for preparation at the manifold area. The gangway has been properly secured and ensured not to slide on hose support by ship's crew, one portable bulwark ladder has been wanted to be placed between ship end of the gangway and deck level for safe access. However due to extra 1.5-2.0 meters part of gangway out of hose support at ship's end because of shore restriction, bulwark ladder's length was not enough, therefore its last step did not touch on deck level & bulwark ladder could not be rigged properly without additional wooden pallets placing under the ship's wharf's ladder. Because of this reason, it's been decided to put enough numbers of pallets all connected with rope properly together to turn all of them into one right pallet.

Finally access between ship & shore provided, pilot has left by using ship's gangway without any complaint at the moment of disembarkation. Same gangway being used during berth stay by all terminal staff including Loading Master without any complaint other than pilot's post-report received after departure from KMI, New Jersey.

Regards,
Capt. Mert GOKTURK

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