

INCIDENT FORM

Printed On: 29-04-2019

Ship: STI Leblon

Department: SAFETY
DECK

Type: *1.Personal Injury

Reported By: GOKTURK, MERT

Incident No.: LEBLON 10/19

Voyage No.: TLEB-20

Fleet: ZENITH FLEET 2

Reported: 25-04-2019

Date: 10-04-2019 12:42

Category: *4.Unsafe Condition

Place: KMI dock #3

City, Country: New Jersey, UNITED STATES OF AMERICA

Created By: GOKTURK, MERT

Closed By:

Class Affected: N

Third Party Involved:

Title: 10/19*Unsafe ship/shore access*by Master

Flag State Notified: N

D&A Testing Required: N

3rd Party Notified: N

Share with Fleet

Class Notified: N

Time Lost in event: 0 Days 0 Hours 0 Minutes

Severity:

Potential Consequences:

Weather: Clear

Wind : BF 03 - Gentle
Breeze

Sea: 02 - Smooth Wavelets

Incident - Injury Related:

Classification: Negligible - First Aid

Activity Being Performed: **4.Stairs Climbing

Type Of Injury: *8.First Aid Case

Action/Cause: *1.Fall From Elevation

Location on Vessel: *2.Deck

Body Part Injured: Leg

D & A Test Performed: N

User Defined:

Personnel Details

Position : NY/NJ - Sandy Hook

Age: 0

Hours on Duty:0

Time in Industry: 0 Years

With Company: 0 Years

On Vessel: 0 Weeks

Description: 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 rigid pallet.

Finally safe 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.

Remarks: Please also refer to file attachments for all documents & records.

Causal Factor:

- 1. Title:** C:Compliance inadequate
Description: Total number of cargo hoses (4x8") connected which restricted vessel shifting distance to adjust gangway original position to shore landing platform. Vessel has to put gangway on manifold hose support.
Root Cause Analysis: MARINE – SYSTEMATIC CAUSE ANALYSIS TECHNIQUE (M-SCAT 8.2)=>1.27-Other=>2.46 Inadequate Port and Berthing Facilities=>3.14 Inadequate Tool/Equipment/Machinery/Device=>3.14.7 Inadequate adjustment/calibration=>4.3.2 Safety hazard identification and evaluation
Corrective Action: Number of hose to be connected & position of the hoses should be considered to adjust gangway position by shifting vessel.
Preventive Action: Number of hose to be connected & position of the hoses should be considered to adjust gangway position by shifting vessel.
Lesson Learnt: Y
verification remark / Lesson learnts: Always get in touch with the office incase the arrangement is not able to comply with Solas/angle requirements and seek office advise, If needed, it maybe considered to provide the safe access (embarkation / dismebarkation) from the sea side via launch boat.
- 2. Title:** C:Compliance inadequate
Description: Bulwark ladder for providing access between gangway & deck was not enough length due to 1.5-2.0 meters remaining of the gangway.
Root Cause Analysis: MARINE – SYSTEMATIC CAUSE ANALYSIS TECHNIQUE (M-SCAT 8.2)=>1.1 Fall from elevation=>2.17 Improper Operation of Tool/Equipment/Machinery/Device=>3.14 Inadequate Tool/Equipment/Machinery/Device=>3.14.7 Inadequate adjustment/calibration=>4.3.2 Safety hazard identification and evaluation
Corrective Action: Vessel has raised requisition numbered as OS1595000316 on NS Enterprise that 275cm which is enough lenght bulwark ladder to be located between gangway ship's end and deck level to prevent similar further issues.
Preventive Action: Vessel has raised requisition numbered as OS1595000316 on NS Enterprise that 275cm which is enough lenght bulwark ladder to be located between gangway ship's end and deck level to prevent similar further issues.
Lesson Learnt: Y
verification remark / Lesson learnts: Always get in touch with the office incase the arrangement is not able to comply with Solas/angle requirements and seek office advise, If needed, it maybe considered to provide the safe access (embarkation / dismebarkation) from the sea side via launch boat.
- 3. Title:** C:Compliance inadequate
Description: Crew members were not well awared of safety of gangway preparation & not familiar with risk perception.
Root Cause Analysis: MARINE – SYSTEMATIC CAUSE ANALYSIS TECHNIQUE (M-SCAT 8.2)=>1.1 Fall from elevation=>2.8 Improper Placement=>3.5 Lack of Competence=>3.5.4 Inadequate update/refresh training=>4.8.10 Process safety awareness
Corrective Action: Refreshment training has been given to all crew regarding safety awarness & risk perception on 29th April 2019.
Preventive Action: Refreshment training has been given to all crew regarding safety awarness & risk perception on 29th April 2019.
Lesson Learnt: Y
verification remark / Lesson learnts: Always get in touch with the office incase the arrangement is not able to comply with Solas/angle requirements and seek office advise, If needed, it maybe considered to provide the safe access (embarkation / dismebarkation) from the sea side via launch boat.

CORRECTIVE ACTION REQUEST FORMS:

Ship: STI Leblon
CAR No.: 5000137
CAR Type: *3.Routine -Upto 3Months
Department:
Category: *32.Other

Voyage No.:
Reference Number:
Est. Cost: 0.0

CORRECTIVE ACTION REQUEST FORMS:**SMM Ref:****VIQ ref.:****Stds Ref:****Other****Standards:****Title:** KMI dock #3, bulwark ladder has not enough length

Description: 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.

Immediate Action Taken: Vessel has raised requisition numbered as OS1595000316 on NS Enterprise that 275cm which is enough length bulwark ladder to be located between gangway ship's end and deck level to prevent similar further issues. Refer to file attachments.

Awaiting for supply.

Root Cause Index: MARINE – SYSTEMATIC CAUSE ANALYSIS TECHNIQUE (M-SCAT 8.2)=>1.1 Fall from elevation=>2.17 Improper Operation of Tool/Equipment/Machinery/Device=>3.14 Inadequate Tool/Equipment/Machinery/Device=>3.14.7 Inadequate adjustment/calibration=>4.3.2 Safety hazard identification and evaluation

Root Cause Analysis: 14.7

Corrective Action: Vessel has raised requisition numbered as OS1595000316 on NS Enterprise that 275cm which is enough length bulwark ladder to be located between gangway ship's end and deck level to prevent similar further issues.

ACTION COMPLETED BY**Created:** GOKTURK, MERT**Reported:** GOKTURK, MERT**Propose By:****Proposed:** GOKTURK, MERT**Correct By:****Corrected:****Verify By:****Verified:****Closed:****ON**

25-04-2019

25-04-2019

10-05-2019

25-04-2019

24-06-2019

02-08-2019

CORRECTIVE ACTION REQUEST DOCUMENTS:

Incident	LEBLON	10-04-2019	10/19*Unsafe ship/shore access*by Master
	10/19		

CORRECTIVE ACTION REQUEST FORMS:**Ship:** STI Leblon**CAR No.:** 5000138**CAR Type:** *3.Routine -Upto 3Months**Department:****Category:** *32.Other**SMM Ref:****VIQ ref.:****Voyage No.:****Reference Number:****Est. Cost:** 0.0**Stds Ref:****Other****Standards:****Title:** KMI dock #3, unsafe gangway arrangement

Description: 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.

Immediate Action Taken: Refreshment training has been given to all crew regarding "safety awareness & risk perception". Refer to file attachments.

Root Cause Index: MARINE – SYSTEMATIC CAUSE ANALYSIS TECHNIQUE (M-SCAT 8.2)=>1.1 Fall from elevation=>2.8 Improper Placement=>3.9 Inadequate Supervision/Coaching=>3.9.3 Lack of supervisory/management job knowledge=>4.3.2 Safety hazard identification and evaluation

Root Cause Analysis: 9.3

Corrective Action: Refreshment training has been given to all crew regarding "safety awareness & risk perception". Refer to file attachments.

Company Comment: Your corrective action based on the training record well noted and this CAR accepted as closed.

ACTION COMPLETED BY**Created:** GOKTURK, MERT**Reported:** GOKTURK, MERT**Propose By:****Proposed:** GOKTURK, MERT**Correct By:****Corrected:** GOKTURK, MERT**Verify By:****Verified:** GAMSIZ, GOKER**Closed:** GAMSIZ, GOKER**ON**

25-04-2019

25-04-2019

10-05-2019

25-04-2019

24-06-2019

29-04-2019

02-08-2019

29-04-2019

29-04-2019

CORRECTIVE ACTION REQUEST DOCUMENTS:

Incident	LEBLON 10/19	10-04-2019	10/19*Unsafe ship/shore access*by Master
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Preventive Actions:**Preventive Action Suggested by Ship:**

1.Vessel has raised requisition numbered as OS1595000316 on NS Enterprise that 275cm which is enough length bulwark ladder to be located between gangway ship's end and deck level to prevent similar further issues.

2.Always get in touch with the office incase the arrangement is not able to comply with Solas/angle requirements and seek office advise, if needed, it maybe considered to provide the safe access (embarkation / disembarkation) from the sea side via launch boat.

Preventive Action Agreed by Office:

Dear Capt.

Your suggested preventive actions well noted and found in line with company instructions. As stated kindly always bear in mind to get in touch with the company if you can not comply with the regulations and consider to provide sea side access via launch boat.

Kindly open 2 CARs in the system for defined corrective actions to follow-up and close them accordingly.