



# A trend analysis of Pilot Ladder Deficiency reports in the Port of London

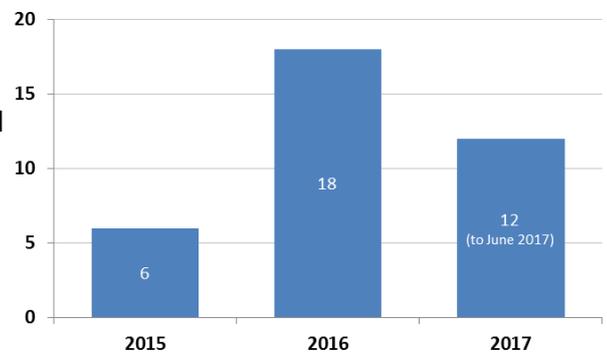
June 2017

## More Information

The outcome of all closed incidents this year, as well as recent SMS Reports are available (internally) on the PLA Intranet, under the Information Dropdown: [Information \ Safety Management Systems](#) and externally on the [PLA website](#).

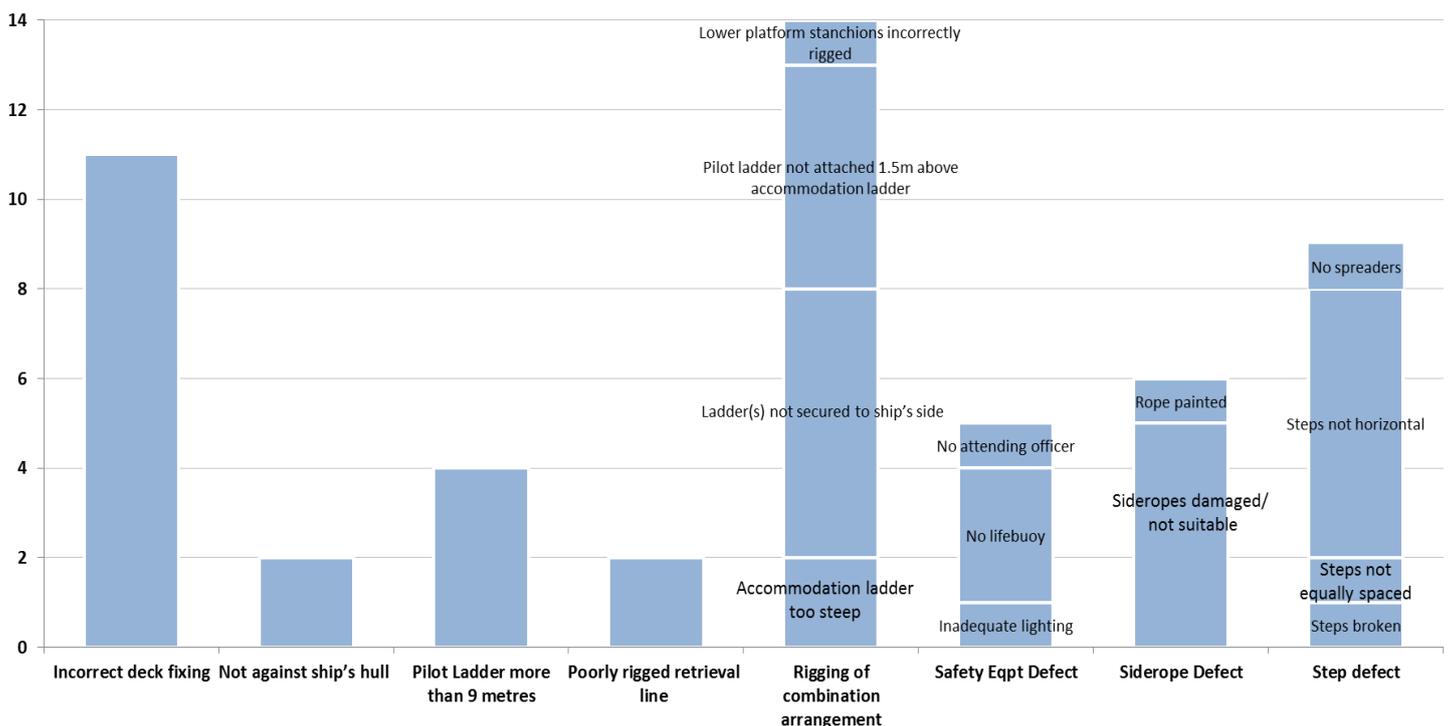
- From 1st January 2015 to 1st June 2017, 0.12% of Pilot Acts have seen a ladder deficiency report submitted to the Harbour Master. ([Click here to learn more about incident reporting](#))
- A total of 36 Pilot Ladder deficiencies have been reported within that time.
- 2016 saw 3x as many defect reports than 2015 and the trend so far for 2017 is indicating a further increase.

**Pilot Ladder Deficiency Reports per Year**

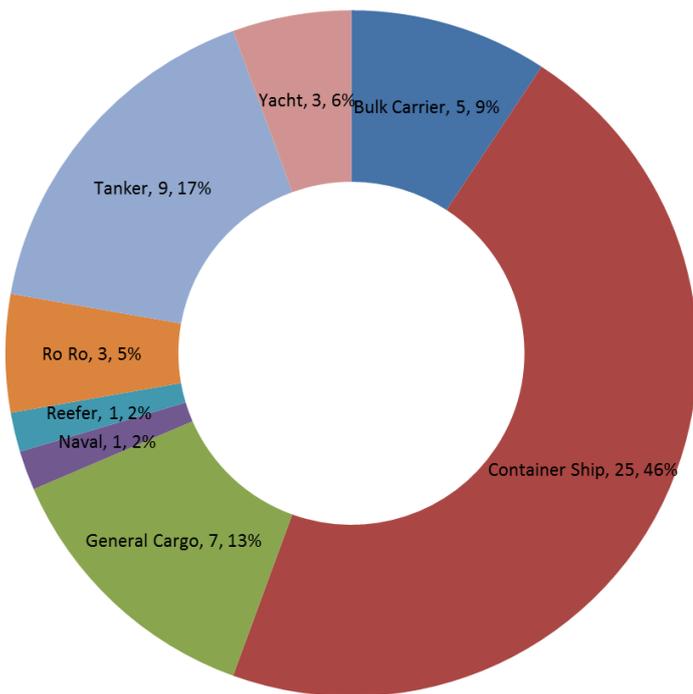


## What are the common deficiencies?

- The graph below shows the different types of deficiencies which have been reported. Note that some reports contain multiple deficiencies, creating a total of 53.
- The most common deficiencies involve combination ladder arrangements (26%), ladders incorrectly rigged to the deck (21%), followed by step defects (17%).
- One of the rope defect includes the ladder parting whilst the Pilot Boat was alongside the ladder.
- Of the 36 deficiency reports (with the exception of the rope breakage), all pilots used the ladder.



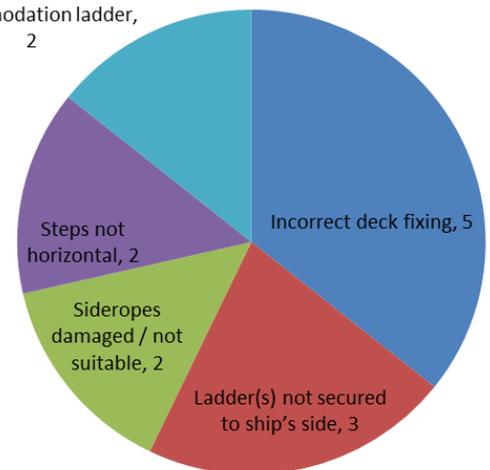
## What are the offending vessels?



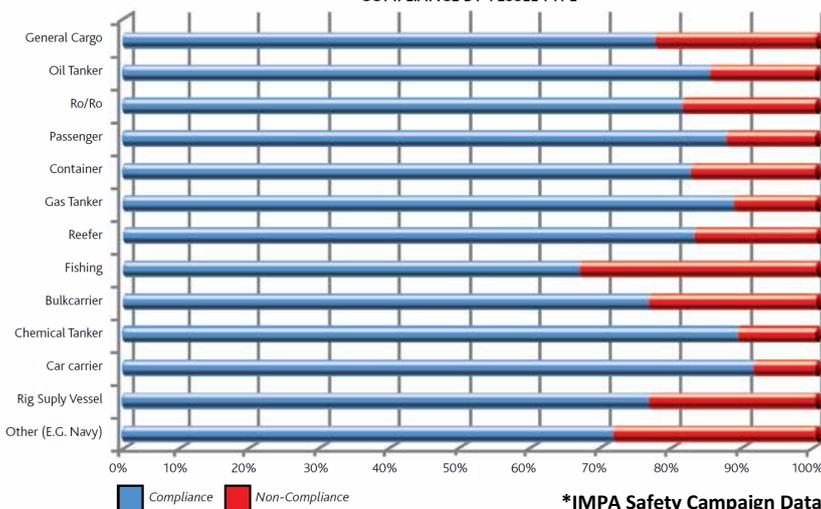
- The most common vessel type on which defects are reported is Containerships. The types of defect vary greatly, however the most common are deck fixings and incorrectly rigged combination ladder arrangements.
- However, this vessel type is likely to be where the majority of ladders, particularly combination ladders, are used.
- The fairly high percentage for tankers is surprising, as their on board safety culture is usually more robust compared to most vessels.

### Top 5 Defects (Containerships)

Pilot ladder not attached 1.5m above accommodation ladder, 2



COMPLIANCE BY VESSEL TYPE



### IMPA Safety Campaign 2016

- The IMPA undergo frequent safety campaigns on Pilot Ladders. Their 2016 findings are broadly similar to ours apart from the number of Containership defects.
- The IMPA report also separates ladder defects from combination defects, defects at the bulwark/deck and safety equipment. (Given the comparatively less data that we have, using their structure may not yield the best results.)
- Overall, the top 6 defects in the IMPA report are:
  1. No lifebuoy (106), 2. Steps not horizontal (75), 3. Ladder not secured (72), 4. No attending officer (72), 5. Other (65), 6. Not against the hull (62)
- There is a smaller proportion of defect reports in the Port of London for lifebuoys and attending officers compared to the IMPA report.