



All India Marine Pilots' Association

Providing Peek into Marine Pilots' world

INAUGURAL ISSUE I

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Marine Pilots' Journal

**Marine Pilots the unsung
Heros of Maritime Shipping**
Keeping Ships moving through COVID-19

**Looking at the past
- Marine casualties**
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**1000 WAYS TO SECURE
A PILOT LADDER
and only one way is correct...**
(Version 29 March 2020) By: Arie Palmers (reg. Pilot)

Editor speaks on this maiden Issue of Marine Pilots' Journal

Editor Speak

Pilots have been guiding ships into and out of ports through treacherous channels safely from time immemorial.

Yet, little is known to the outside world about them, their work, the critical Services they render, the challenges they face in discharging their duties and so on.

The formation of AIMPA is an effort to provide a platform to the pilots who despite rendering crucial Services find their voice is not heard in the corridors of power. Their issues keep festering posing severe threat to their life and limbs. Their work is hardly appreciated, if at all.

This Journal is aimed to be the vehicle for carrying the voice of the pilots across the country. It's also aimed at sharing vital information, latest developments and events that impact their work.

We look forward to hearing from you about your views, suggestions, recommendations to help us make this Journal truly relevant to this constituency and other stakeholders.

Please consider this Journal as your platform for sharing your thoughts, views, opinions, comments and all that you think will give pilots their due recognition.

Wishing our readers safe and happy sailing in the midst of these difficult times.

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Marine Pilots Journal



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ALL INDIA MARINE PILOT' ASSOCIATION, INDIA

The need and it's Ideals

The formation of the All India Marine Pilot Association was a task which was required at any cost. The hurdles of Morale ground were noticed and one such organization was then decided to be formed by Group of Mariners who care for 'safety and security' of the Pilot. Although a lot of our Indian seafarers felt the dire need of such a body, it was only after the unfortunate and untimely demise of Capt V P Gupta following his fall from the ladder on 8th August 2019, that pilots and like-minded individuals started expressing their displeasure about the 'Eco-system'. The community of pilots and mariners came forward and joined hands to discuss how they would make this possibility a reality.

The discussion about the formation of this association then started with a round table and fruitfully resolved into a decision of forming one for the safety and security of pilots and improving the entire eco-system of pilot boarding arrangements. This would men working with Indian Ports association, Major Ports and Minor and private ports and terminals etc etc.

Indian systems are very poor in collecting data. Looking at data of Pilotage accidents in India, 100% accidents and incidents are not reported by ports and ports authorities. The need for such data collection was instant. But what does one do with this data? It needs to be analyzed at different tiers and layers, take aways drawn. The lessons learnt must be shared for the purpose of mutual learning, knowledge sharing and to eliminate risk factors moving forward to the future. Unless the weakest link in the pilot operation is strong enough to protect that person on the ladder, it is impossible to avoid mishaps and incidents.

Overall the entire Pilot system needs an overhaul and undergo for progressive reforms.

When we decided to float the idea, the appropriate authorities and like-minded instantly encouraged us with the go ahead because everyone felt a need for the same.

Here we are from maritime fraternity taking interest in forming something for benefits of pilots, for pilots and by pilots an organisation on all India level. The All India Marine Pilots Association (herein after referred to as AIMPA) is now under registration process and facing delays owing to COVID 19 and lockdown in the country. The bylaws of the society have been written and approved by the Executive Council members and will be circulated to all in due course time. Membership norms also will be declared in time. However not waiting for tide to turn, the preparation for association in making the Eco-system right is in progress. Meetings with affected parties is underway. Taking up pilot safety and security issues with Ports and other authorities is being done, because there is person on the ladder every single day and every single port.

Policies of AIMPA:

1. There is no substitute to pilot on bridge
2. Safety is paramount in all operations.
3. No striking policy.
4. Gender inclusive
5. reform the Pilot recruitment and licensing.
6. Bring dignity back to piloting profession.

The Main objectives of the AIMPA are:

1. Safety of pilots
2. Welfare of pilots and their families
3. Improved pilot boarding procedures/ services.
4. Be a representative body of pilots for Govt of India. Aim to seek advisory role regarding Pilots safety measures, notices and circulars for the welfare of members.
5. Expand membership to every port and river in India.
6. Propagate the belief that there is no substitute for pilot on bridge.
7. Be an absolute authority of all Indian Pilotage matters.
8. Affiliate to IMPA and other international bodies.
9. Establish Safe Operating Procedures for all activities and actions carried out in the whole package of Pilotage Operation and get all Ports of India to ratify and adhere to.

The path to a flawless system of streamlined pilotage services provided by Ports of this country has been identified and is now being established. Soon enough the association will be making a difference in the lives of every Pilot in this country. And the support and encouragement from the readers is solicited.

We seek to work for the cause, with shipping Ministry and affiliated societies, committees of shipping Ministry and other bodies of Government to have this eco-system overhauled in right time so there is no other death under our watch, not any more.

We have drawn up 5 year / 10 year plans for the organization and benchmarked same with shipping in these times. The vision and missions are very clear, it revolves around only around ports, Navigation systems, resources and safety/security of Pilots. You would

appreciate that there is immense need for reforms in this areas, although ports are being operated in India but how efficiently is the question. We have the answer (s).



Marine Pilots the unsung Heros of Maritime Shipping

Keeping Ships moving through COVID-19



Our nation with 7500 km of diverse coast line in two different oceans holds incredible opportunities in trade and commerce. On this long coast line India has created a chain of 12 Major and 200 minor port with the future vision of Sagarmala.

These ports handle around 1152 MMT, which is 95% by volume and 68% by value of India's total trade. Ports and harbours are the heart of maritime trade and ships are the carriers of trade. The ships calling at any Indian ports are handled by Marine Pilots who provide Pilotage service. This is critical for safely bringing ships in the port and take them out of the port.

Pilotage is one of the oldest professions practiced and has been instrumental in any area's, state's or country's progress. Pilots were and are the first point of live interaction between the vessel and her crew with the new

land they are being welcomed to.

The relevance of these services have been enhanced during these difficult times of covid-19. The interaction between the pilot and master goes a long way in comforting the Master and crew, as we all consider ourselves as one big seafaring family and trust each other with what is being shared. Hence the Master and crew feel very much safe when they interact with the pilot regarding their various concerns of the conditions outside their ship.

Marine Pilots safely and efficiently navigate and manoeuvre marine vessels into and out of Harbours, at times in toughest and treacherous navigable waters. Marine Pilots are highly trained and skilled in both excellent manoeuvring skills and human aspects in the Marine industry. They specialize in local knowledge of weather, tides and tidal currents, water depth, local wind patterns to safely manoeuvre a ship.

As risk is part of Marine pilots profession, due to ongoing COVID-19 pandemic marine pilots in India are exposed to heightened risk as they are the first person to contact the inbound ships. At times the vessels suspected to have COVID-19 are instructed to be in ports quarantine anchorage for 14 days. Thereafter, the highly motivated and brave pilots board the vessel with full body PPE, which is very uncomfortable for the nature of pilots job. The pilots board the vessel and execute the operations maintaining strict no physical contact with other crew members. They observe a 2 meters distance separation.

In present times of COVID-19 Marine pilots carry out risk assessment and mitigate the risk.

They carry out the pilotage service from bridge wings using their highly advanced, excellent manoeuvring skills and situational awareness without the help of electronic navigational aids.

Marine pilots of all Major and minor ports of India are totally committed and provide unconditional service to our nation by continually maintaining essential services and supply chain logistics provided by the sea ports in a commendable way.

Marine Pilots present a perfect example of highly coordinated teamwork and exemplary leadership qualities acquired as ex-ships Masters. They make the Master and crew very comfortable by providing them true and factual information regarding the state of COVID-19 in a particular port location. At the same time pilots have been able to keep themselves safe and away from any health hazards and COVID-19 infections.

Marine pilots who are ex-ship Captains, have even gone beyond their job profile of providing professional pilotage service to ships by ensuring, highest efficiency, and least pilotage turnaround times during COVID-19.

Pilots today have become more passionate about the human aspect involved in the effective operations of the port and are interacting with various forums to effectively counter this adverse situation.

They have become like ears and eyes to the seafarers as most of the offices are working with limited accessibility due to covid-19. The pilots have ability to pacify distressed captains and crew and provide them with factual and truthful information. They provide comfort and support the port operations. They provide unconditional and dedicated pilotage service to maritime shipping and keep the economy going and help the country to showcase to the world that we have not lost or never will lose to a virus. As part of a shipping family we will never fall or fail in any adversity.

It's a fact that the movements of ships in and out of Indian Major/Minor port is a coordinated team work of Marine department. To ensure vessels traffic are maintained safely, efficiently and economically, however, the role of practical execution of ships movements against all risk and present hostile conditions credit goes to Marine pilots as 'the real unsung heroes of Maritime Shipping' taking India further every single second.

The DC, HM, Pilots of New Mangalore port.



Capt. Firoze Pasha

Marine Pilot (NMPT) B.Sc.(Nautical Science), MBA (Shipping), Master Mariner



Capt Firoze Pasha is the first Indian Master who has commanded large cruise vessels, presently he is working as Marine Pilot with New Mangalore Port. In past he has worked as Pilot in Kandla and Pipavav port in India. He worked at Maritime training center , Hamburg as Nautical Lecturer and Instructor and involved in substantial research and developments project in German Maritime shipping. He was also working in DNVGL risk assessment department working on new Innovative and technological concepts doing their qualitative and quantitative analysis which were beyond the preview of SOLAS regulations for Administrations. He was the part of startup team at Bernhard Shulte Cruise Services(BSCS) in Hamburg/Germany and worked as Senior Marine Superintendent/CSO/ADPA for the BSCS cruise fleet. Recently while working at New Mangalore port , Capt Firoze Pasha has developed a Marine Operations app for NMPT, which is for enhancing safety, efficiency, optimization via use of technology and widely used at New Mangalore port marine department. Capt Firoze Pasha (Capt Spicy) is a dedicated Astanga /Hatta yoga practioner and give free online regular yoga sessions for the common benefits of citizens to embrace, peace, harmony and excellent health.

Looking at the past- Marine casualties

Capt. Manoj Joshi, DC Goa Port.



Capt. Manoj Joshi, DC Goa Port.

Capt. Manoj Joshi has sailed for 12 years at sea and piloted more than 7000 ships to his credit in Mumbai port presently working as Deputy conservator of Mormugao port Goa. He has overall experience in industry more than 27 years.

It was a pleasant morning of August 7th of 2010, Mumbai had witnessed average monsoon that year and was almost halfway through. Gateway of India was gearing up to receive thousand of visitors as on any other day with little homeless children holding tri-colours in a hope of selling it to the visiting tourist to celebrate the Independence Day in coming week. Port's business was also in progress as usual. Little did anyone know what was coming up in near future for them.

A message from Mumbai harbour vessel traffic management system (VTMS) was transmitted on radio addressed to a cargo vessel, which had anchored at inner anchorage of Mumbai harbour. "Are you

ready in all respect to dock at Indira Dock?" The vessel acknowledged in affirmation. On Pilots advice vessel was instructed by the VTMS to get underway, turn around as she was heading outwards due to monsoon wind and tidal effect and start making an approach in the main channel for picking up the pilot. Meanwhile, there was an outbound container vessel, and few other vessels also moving in and out in the channel. It was usual practice for the Pilots to get down in the main channel in the vicinity of Sunk Rock, which is about two miles inside towards harbour from normal pilot boarding area, for a safe disembarkation after making a lee during the monsoon season, as swell beyond this point makes it very difficult and unsafe for exchange of pilots. Boarding of pilots was also done around the same area by both Mumbai and JNPT pilots.

Everything looked under control, but then suddenly there was a Chaos all around the vessel, which had collided with another vessel. As a result the second ship had veered to her starboard and ran aground in a shallow water. It had tilted more than 45 degrees and to make it worst, it had breached her fuel tank spilling black oil in sea resulting in huge pollution in addition to falling of the containers in sea, some of them containing hazardous material.

Entire government machinery swung in action including the State Government, Municipal Corporation along with both the port authorities for Containment of the pollution, as it became the primary cause of concern.

Both the ports were literally shut down, as many of the containers were suspected to be sunk in the main channel thus making navigation of ships dangerous. It took about a month to clear most of the containers and

couple of month for cleaning up the coast.

Most interesting, media that had no clue about Marine operations commenced its trial on the very next day.

One of the prominent newspaper headline screamed "Guide ditches the crashed ship". It was very hurting. Being a pilot I knew it wasn't true. We had no platform to raise our voice then, to tell the truth. However, I wrote my concern to the newspaper that had printed the news.

Sometime in December 2010' a committee was setup by the Ministry of Shipping Government of India, under the Chairmanship of Captain PVK Mohan who was then Chairman of the National Shipping Board along with a few other prominent personalities from the shipping field.

The committee submitted its findings along with the recommendations in early 2011. There were many recommendations. Broadly, I would divide these recommendations in two sets. First what needs to be done to avoid such incidents in future and second recommendations for what needs to be done if such emergencies do arise in future. It is practically impossible to always have a incident free atmosphere. Since many factors are beyond human control, for example, collision between ships due to cyclone or due to machinery failure.

In this article, I will deal with only the second part. In this regard the Committee had recommended setting up of a suitable authority on the lines of UK's SOSREP (Secretary of State Representative). The authority would be given overriding powers to ensure proper coordination among various Agencies at the time of casualty. In my opinion, it was one of the most important recommendation.

While doing the recovery and cleanup job, I felt, many a times the work got delayed as it needed clearances from multiple agencies, such as from immigration, custom, police, state administration, district administration,

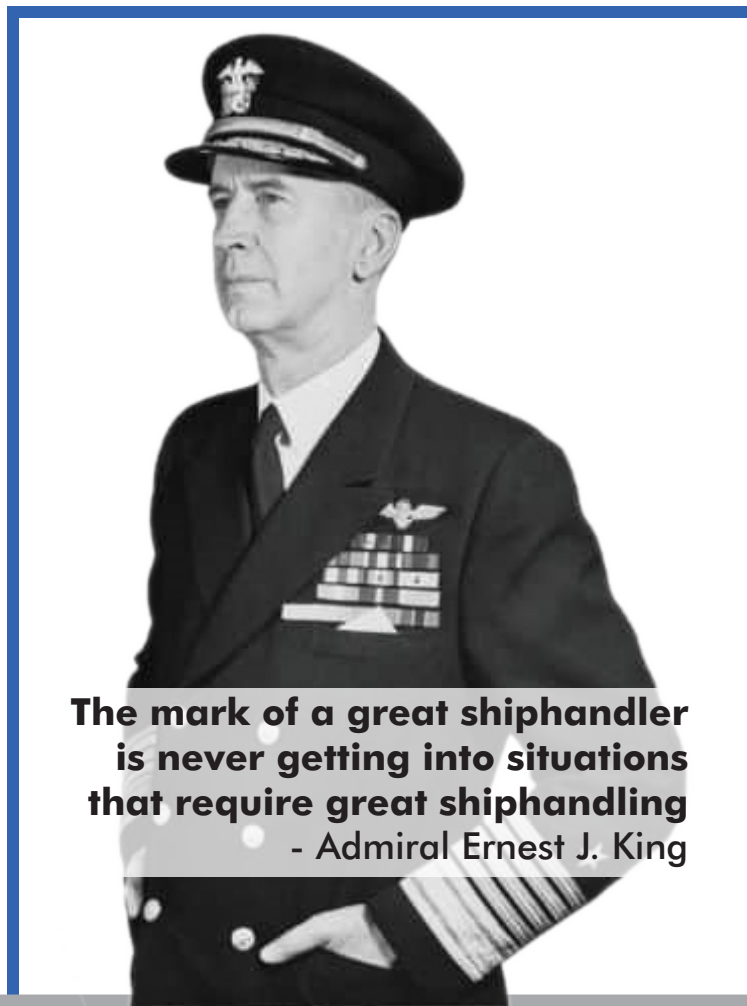
municipal corporation, pollution control board to name a few.

We had recently witnessed another Marine casualty in Mormugao Harbour wherein Naphtha carrying tanker ran aground due to severe cyclonic winds. This became a major concern for safety of the life of the people in the vicinity and environment at large. It had huge economic implications as Goa is a prominent destination on world tourism map.

The issue took long to resolve prima facie because of the need for multi agency permissions. It took a long time for the owners to get clearances from different government Agencies, despite the fact that vessel was disabled due to an accident of fire in engine room.

Ten years have passed since the Mumbai disaster took place, what have we done in this regard?

It's high time that greater reforms are made in the field of Shipping at all levels.



The mark of a great shiphandler is never getting into situations that require great shiphandling
- Admiral Ernest J. King

1000 WAYS TO SECURE A PILOT LADDER and only one way is correct...

(Version 29 March 2020) By: Arie Palmers (reg. Pilot)

Introduction

Dear reader.

My name is Arie Palmers and I am working as a pilot in the Scheldemondden area since 2009. After I got involved in 2 incidents with minor injuries in one week in the spring of 2018, I started wondering whatever might have caused these 2 incidents and therefore I started developing an interest in pilot ladders and the way they are secured.

From that moment on, I have been keeping a tally of the non compliant boarding arrangements I see in front of me on a daily basis, and off course I participate in the annual safety campaign, conducted by IMPA each october. The outcome of the campaign is that about 18-20% of the boarding arrangements are non compliant in accordance with:

- SOLAS Regulation V/23
- IMO Resolution A.1045(27)
- NEN ISO 799-1(2019)

In my own tally the outcome is even more staggering: 47% of the pilot boarding arrangements I have to encountered are non compliant....What does this difference mean??? That will be work enough ahead for another article.....On a daily basis we see numerous different ways a pilot ladder is secured, the vast majority of them are non compliant and therefore dangerous for the



*2 metres of ladder
with at least 4 non compliances*

user. Insurance companies might even deny liability after an incident because you could have known or should have known the arrangement was dangerous. If you still use it, it's on your own behalf....

In the next few chapter's I will discuss the arrangements we see a lot, and explain why they are non compliant. As the title already suggests : 1000 ways to rig a ladder, only on of them is right. Names of the vessels

involved, will not be displayed in the article, just out of politeness. The facebook page "dangerous ladders" often displays names and destinations of the vessels involved, mainly to warn our colleagues in the port of destination that a present is underway.

I wish you all good reading and please feel free to comment and share. Please keep coming back home vertically and not horizontally!!

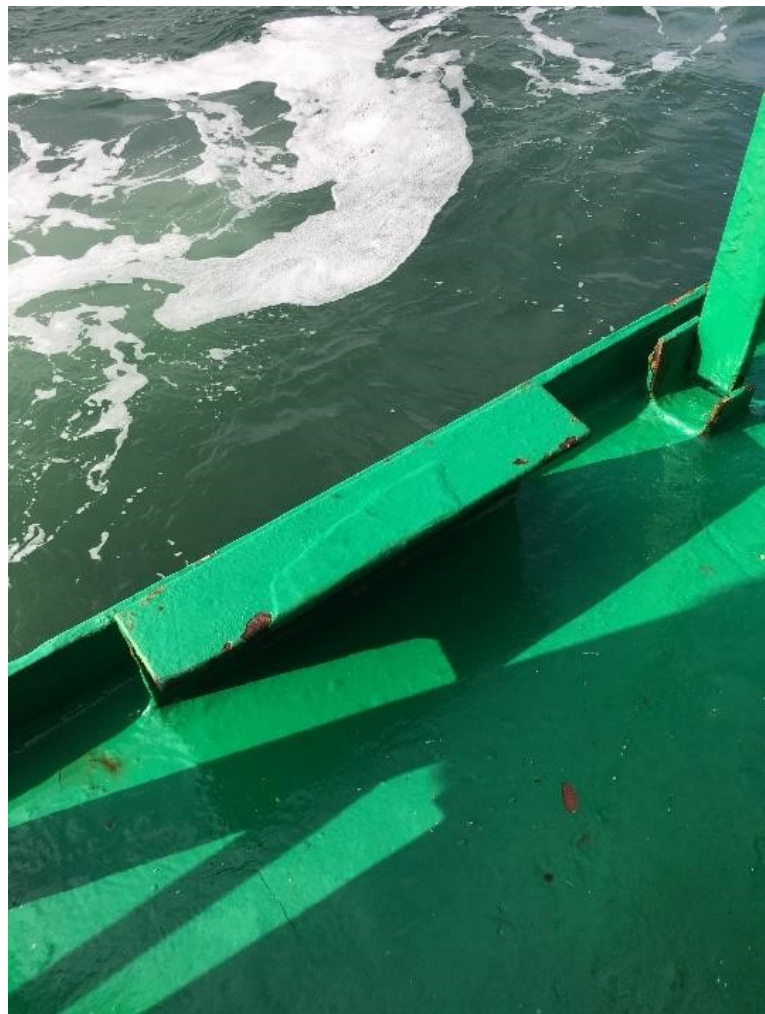
Also check facebook: dangerousladders



Broken combination with 3 more non compliances

Deck tongue

A photo explains more than a 1000 words... Here we see an example of a so called deck tongue, installed on one of our regular visitors. Seems like a great and simple solution to install and adjust a pilot ladder, ingenious invention! Unfortunately this system is non compliant and therefore downright dangerous for anyone who might have to use it (pilots, agents, surveyors, crew changes etc etc).



Notorious offender...



Here we see the decktongue in use holding the ladder, or to put it better, holding one step. Besides all this, the ladder seems rather old and worn. Let's have a look at the regulations to explain why this setup is dangerous.

IMO A.1045(27) states: The side ropes of the pilot ladder should consist of two uncovered ropes not less than 18mm in diameter on each side and should be continuous, with no joints and have a breaking strength of 24 Kilo Newtons per side rope (2.2.1)

ISO799-1(2019) states that each step shall have a strength of at least 8,8 kN (table A.1 production test).

IMO1045(27) 2.1.1 the securing points etc shall be at least as strong as the sideropes.

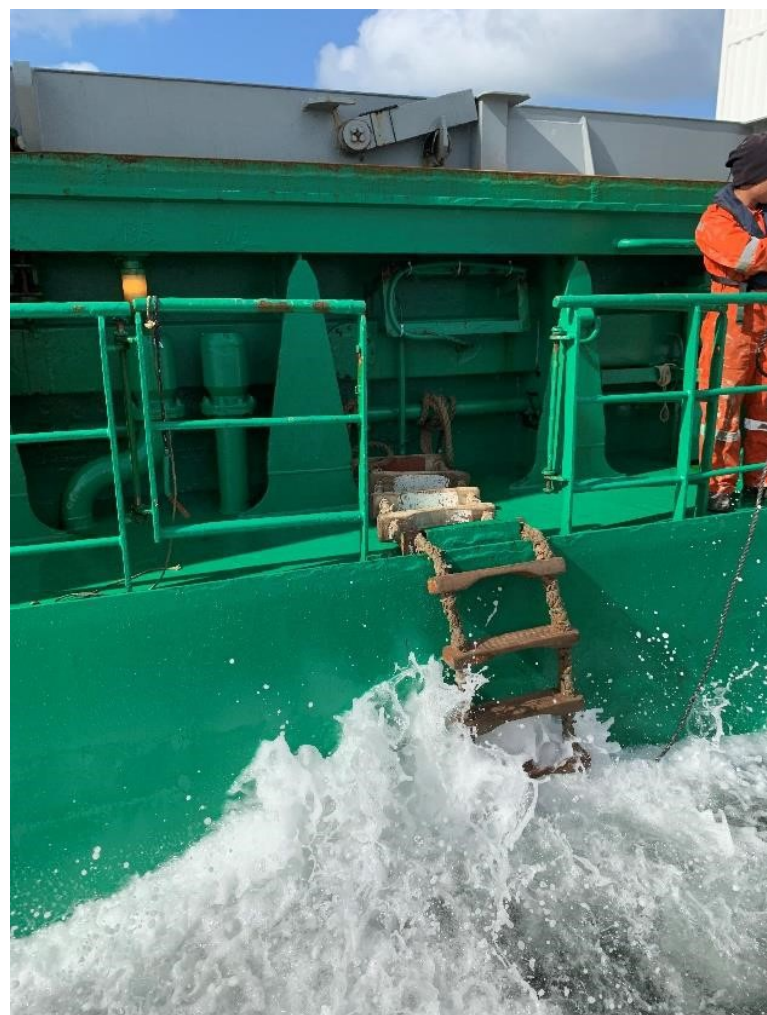
After reading this, we find out that each siderope can handle 2400 kilos (4800 together) and that each step can handle a

weight of 880 kilos. The strength of the deck tongue? Don't have the slightest idea..... is it tested and certified?

So we buy a tested ladder that can handle about 5 tonnes on the sideropes, and then we put a step that can carry 880 kilos behind a steel plate.... One touch of the pilot launch and it's gone, rather inconvenient for the poor guy standing on the ladder at that moment...

Swell, swinging of the ship or the launch lifting the ladder can also have the dangerous result that the ladder comes loose out of this deck tongue and goes overboard....

Besides that, SECURING a ladder is something totally different than putting it behind a piece of welded steel. We all climb ladders without being secured in any way.... SOLAS and IMO provide the minimum safety rules concerning the ladders, less is absolutely not more in this case..



*Notorious offender, and it's not even a pilotladder...
As we say: non compliant as hell....*

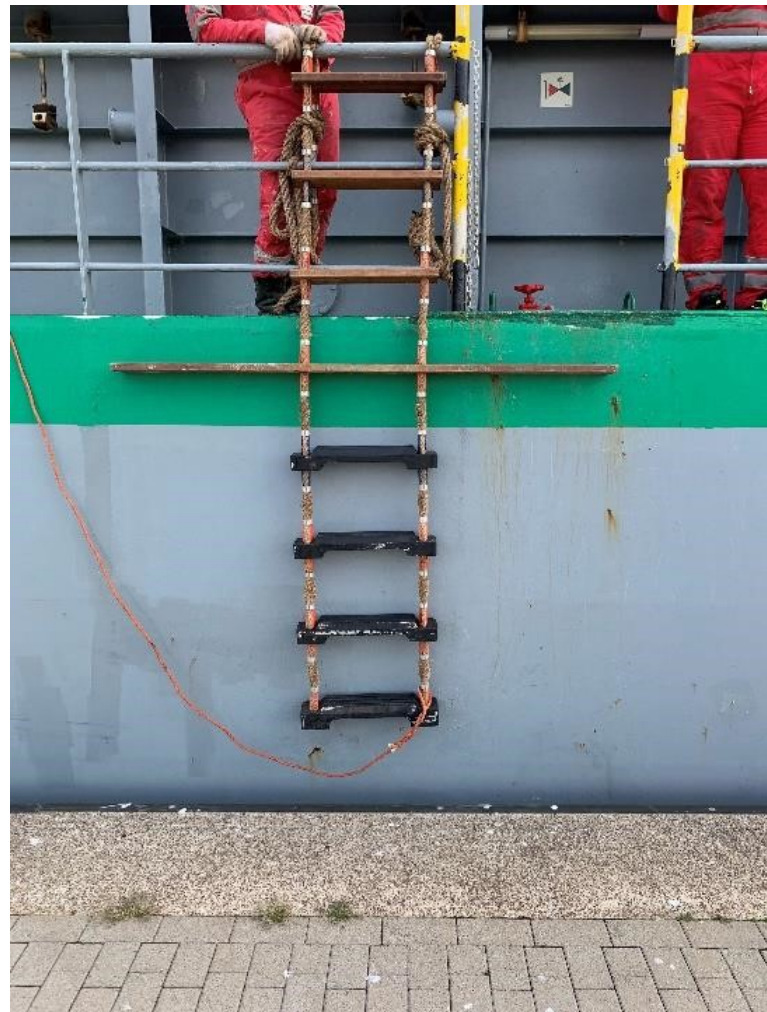
Bulwark setup



*Notorious offender with bulwark setup
It's not even a pilot ladder
(at least 6 non compliances)*

Another easy way to prepare a ladder: throw it over the railing, tie the sideropes together with a piece of rope you found on deck and you have the ladder ready in a jiffy!! The ladder is not a pilot ladder, something to get into in another article..

We have already seen that the ladder has to be secured to strongpoints on deck, well...a railing is not a deck, seems easy peasy and yet it goes wrong time after time, why? Maybe it looks easier to rig it this way.



This setup makes you have to stumble sideways to reach the entrance

We have already seen that the ropes of the ladder can handle 2,4 tonnes on each side, just a question for the reader: are you sure the railing can handle 5 tonnes? We have all seen beaten up and damaged railings in our career, who of you hasn't stepped on a railing piece of steel, and it gave way? We'll never be able to find out who spotwelded the railing in a far away shipyard many years ago. For sure a railing can't handle 5 tonnes.

Conclusion: 'securing' a ladder on a piece of railing is non compliant and therefore dangerous..if it's non compliant, it's dangerous...don't use it!

Have them secure the ladder to strongpoints on deck and don't forget to report them.



*Sideway shuffle again..
how strong is the railing?*

Platform placed over the securing area of the ladder

Having a platform built over the securing area of the pilot ladder is absolutely not illegal, it can even improve the access: no debris or other tripping hazards.

BUT, 99 out of 100 times, when you lift the lid, there's a surprise underneath: a steel bar (which we'll discuss later) a deck tongue or just nothing to hold the arrangement in place.



Always a surprise when you lift the lid



Looks like a safe access so the 3cm piece of steel is the only thing between life or death..

Basically, whenever you encounter a platform over the ladder, just ask them to lift it because you want to check the way of securing. As we have seen in the last photo, there was no securing at all!

A nice and swift way for the crew to install, and it can be a swift way for you to get down to the deck level of the pilot boat.

Secured to strongpoints on deck?	No..
Secured to strongpoints?	No..
Secured?	No..

Again it's non compliant and therefore dangerous, don't use it. Have them secure it to strongpoints on deck and don't forget to report the vessel.

Instead of getting down the ladder you'll be walking the plank...



*Arie Palmers
Registered pilot*

This article has been painstaking compiled by Arie Palmers who is registered Pilot in Netherlands and known as Pilot ladder safety crusader. He has made this as safety campaign.

AIMPA joins hands with him in his efforts to spread the pilot ladder safety awareness to save life.



ALL INDIA MARINE PILOT' ASSOCIATION, INDIA



Directorate General of ... · 18h ✓

Replying to [@AIMPA_Official](#)
[@IMOHQ](#) and [@impahq](#)

urges all the Indian pilots to report any PTA related deficiency to Jurisdictional MMDs or to the PSC cell of the Directorate so as to take necessary actions.

AIMPA took up to the cause of dangerous pilot ladders with administrations and MOUs . Amitabh Kumar, Director General of Shipping proactively acted upon and reminded Marine Pilots of their duty to report deficiency to the respective port state control. This is certainly an empowerment of Marine pilots.

Kudos to DGS for promising to carry out focused inspection on pilot ladders as well.



AIMPA- All India Marin... · 13s ✓

Ohhh my God. The words would be lesser to express the experience. What are your thoughts on this photo.



The marine pilots' job is most dangerous. The basic fight is while embarking and disembarking.

AIMPA is striving to bring in this awareness about the job. We as society needs to respect Marine Pilots'.

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