



PILOT BOARDING ARRANGEMENT NON-COMPLIANT

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Maritime Pilots Malaysia (MPM)



(To be presented in the event of INAMPA Focus Group Discussion-“Maritime Safety of Pilot Ladder” (February 23, 2023)



REVISIT AN ACCIDENT AFFECTING A MALAYSIAN PILOTS

INVESTIGATION MATERIAL / MPM / MV KEA TRADER / FILED 25March 2017



WHAT HAPPENED ON 10TH FEB 2017 @ 0420H?

Outbound pilot for MV KEA TRADER, fell from deck level when he was sliding his hand along a purported stanchions.

He lost his grip and fell directly onto the pilot board and went overboard. He lost his consciousness and was brought onboard the pilot boat by the Able Seaman.





WHAT HAPPENED ON 10TH FEB 2017 @ 0420H?

Master was aware pilot fell overboard but continue passage towards Chittagong.

It cannot be verified if Port Control had instructed the Master to drop anchor pending investigation after report of the accident by pilot boat helmsman.

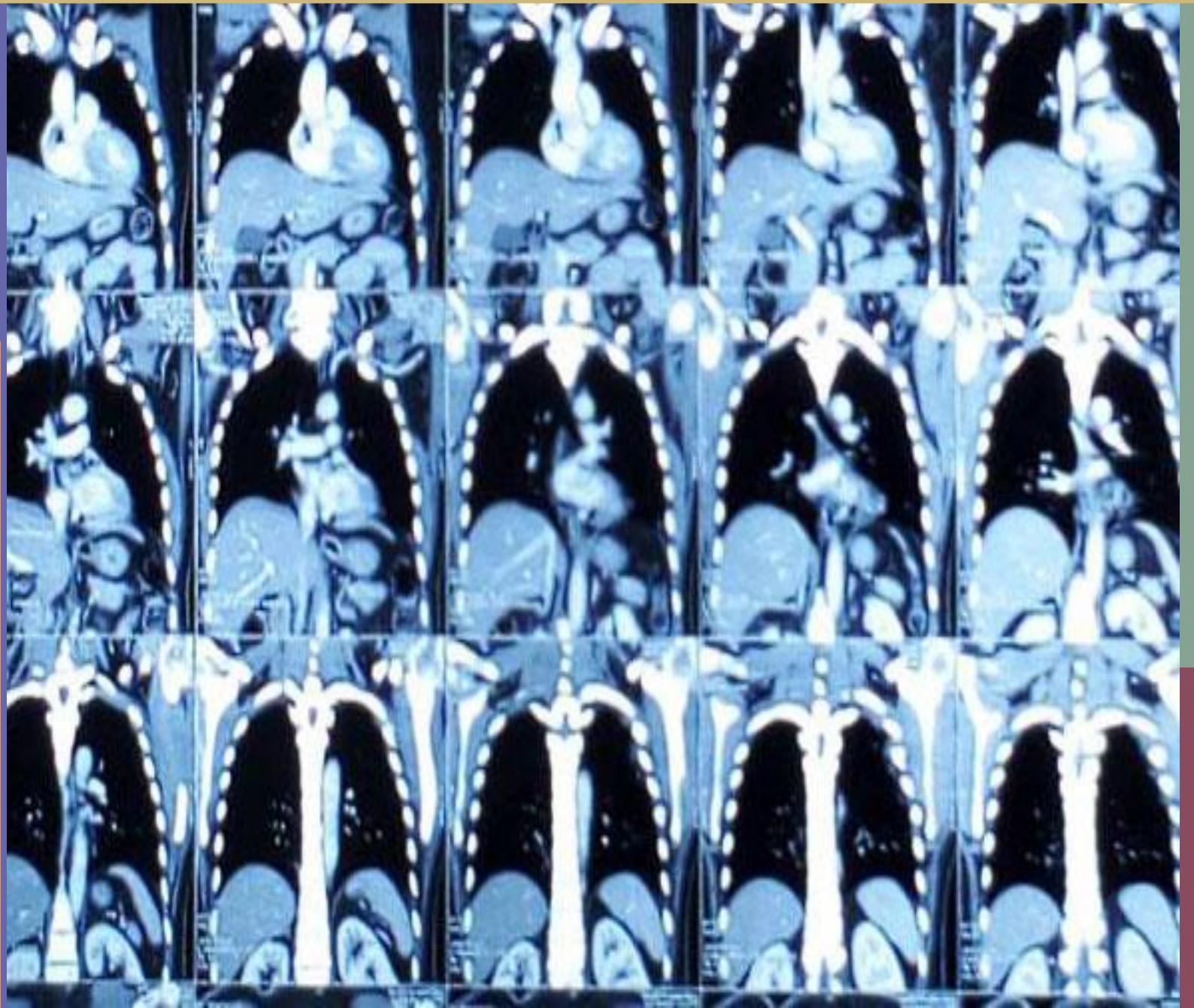




SERIOUS INJURY

Due to the vertical fall of more than 10m, the pilot suffered fracture left and right femur (thigh bones) and rib bones.

After an extended medical leave and rehabilitation program, pilot recovered from his injury.





WHAT WE FOUND?





INVESTIGATION MATERIAL / MPM / MV KEA TRADER / FILED 25March 2017



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PILOT POINT
KEEP A CLEAR



LITIGATION

- NOTE OF PROTEST sent to ship agent and owner.
- Filed claim against ship owner through maritime lawyer.
- Shipowner-MS KEA TRADER GmbH & Co. KG was registered in Germany.
- Apply case at German court to be heard in Malaysia Admiralty Court, jurisdiction issues.
- Shipowner opted to settle out of court and agreed to pay compensation for injury.
- Historically, MPM assisted member in claim damages for injury via admiralty court successfully.

VOLLMACHT

Der
Rechtsanwaltspartnerschaftsgesellschaft
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wird hiermit in Sachen

Kapitän

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MS "KEA TRADER" GmbH & Co. KG

Vollmacht erteilt.

IMPORTANT POINTS TO SHARE



- Master and its senior officers over reliance on the classification society and failed to detect non-compliant in the boarding arrangement.
- Public & Indemnity (P&I) covers injury sustained by pilot.
- Investigation materials including graphics crucial to prove in court.
- Port Control must instruct ship to divert to anchorage if incident / involving pilots
- Every pilots must access pilot ladder safety and report for corrective action to safe live.





“An **INCIDENT** Will
Become An **ACCIDENT**
Tomorrow If Not
Reported Today!



An aerial, high-angle photograph of the deck of a large cargo ship, looking forward towards the horizon. The deck is a reddish-brown color with several large, rectangular cargo holds. The ship is moving through a body of water, and the sun is setting or rising in the distance, creating a bright, hazy glow on the horizon. Several other large cargo ships are visible in the distance, scattered across the water. The sky is filled with soft, white clouds.

COMMERCIAL CONFLICT OF INTEREST



CAN WE PROTECT THE
SAFETY INTEREST OF
OUR MARITIME
PILOT?





FOR COMMON SAFETY INTEREST, WE MUST WORK TOGETHER!

- **ASSOCIATION'S ACTION FREE FROM ANY CONFLICT OF INTEREST**
- **COLLABORATIVE INFORMATION SHARING AMONGST ASIA PACIFIC MARITIME PILOTS ON UNSAFE BOARDING ARRANGEMENT**



INDONESIAN MARITIME PILOTS' ASSOCIATION (INAMPA)



Member of
INTERNATIONAL MARITIME PILOTS' ASSOCIATION



**TERIMA KASIH & WARMEST
GREETINGS FROM MARITIME
PILOTS IN MALAYSIA!**