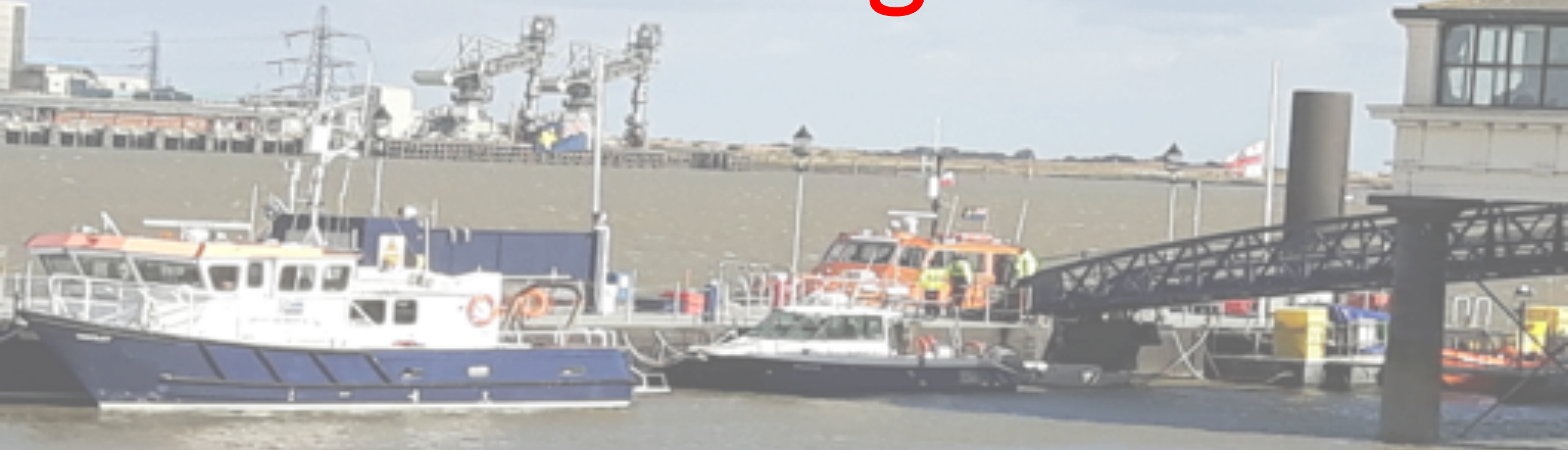




Sunmi 5th October 2016

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# Warning



This subject is traumatic and some of the details Graphic

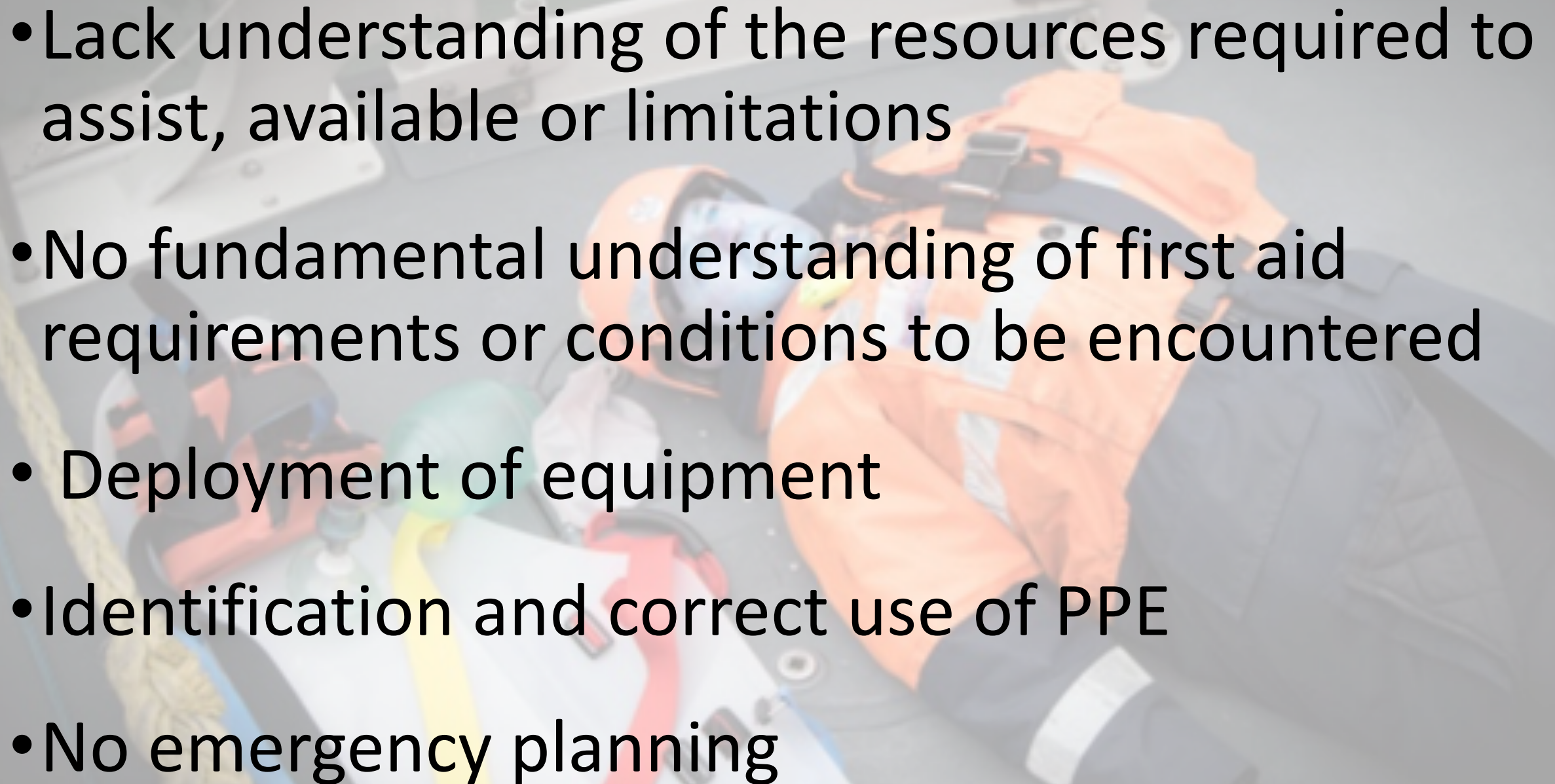


# Background

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- Jan 2011 London Pilot fell into water
- Pilot boat rescue equipment failed
- Subsequent planned exercise raised further questions
- UKMPA T&T began to investigate UK pilot boat operations



- 
- Lack understanding of the resources required to assist, available or limitations
  - No fundamental understanding of first aid requirements or conditions to be encountered
  - Deployment of equipment
  - Identification and correct use of PPE
  - No emergency planning

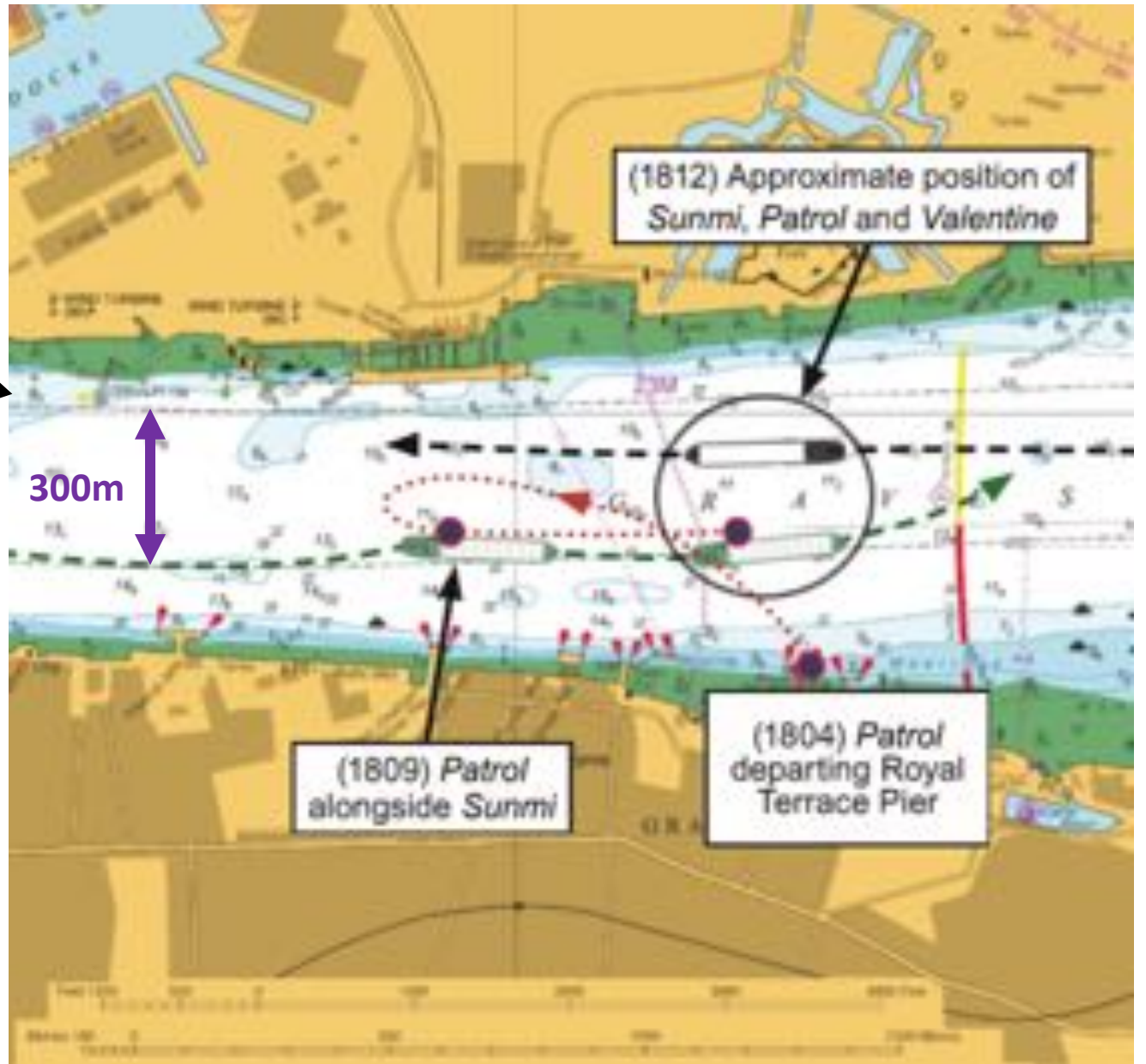


# Background

---

- Jan 2011 London Pilot fell into water
- Pilot boat rescue equipment failed
- Subsequent fully planned exercise raised further questions
- T&T committee began to investigate UK pilot boat operations
  
- 2015 UKMPA T&T Identified a requirement for an Emergency care course and emergency planning
- Sept 2016 Initial findings and workshop presented at UKMPA Pilot safety day in Cowes.
- Oct 2016 Sumni incident
- Feb 2017 UK Boarding and Landing code review published





# Location





A room with a view ...

Port of London  
Port Control Centre



The day in question



## Environment

Easterly Force 4-5, 8-10m/s  
twilight, good visibility  
ebb tide running to the east



# First indications

At **1812** VTS receive a call from the Gravesend pilot boat

“the sea pilot had injured his leg, and request an ambulance”

I immediately rang 999 for an ambulance

additional information was required concerning the injury

“ the pilot has a crush injury to his leg”

The VHF transmission was also received by the RNLI who inform London CG

RNLI crew attended the casualty

By 1828 the ambulance crew arrived and were transported to the vessel.

RNLI crew completed preliminary assessment of the casualty

Both crews commence stabilising the casualty .....

**16** mins

# Resources

A background image showing two paramedics in high-visibility yellow and blue uniforms attending to an injured person lying on a stretcher. The scene is outdoors, with a red and yellow checkered ambulance visible in the background. The image is semi-transparent to allow text to be overlaid.

- RNLI trained in emergency / medical response
- Paramedics 3 normal ppl, used to attending RTA's, fires and home environment
- 1st principle – check own safety
- They boarded the vessel, in the same conditions, as my colleague an experienced pilot had been injured.



# Response

Activate the emergency plan

Maintain incident log

Inform

- ✓ HM
- ✓ Corporate affairs
- ✓ Pilot management
- ✓ Coast Guard
- ✓ MCA

Deal with return calls

Navigational Controls in place

Request additional resources

Watch changeover

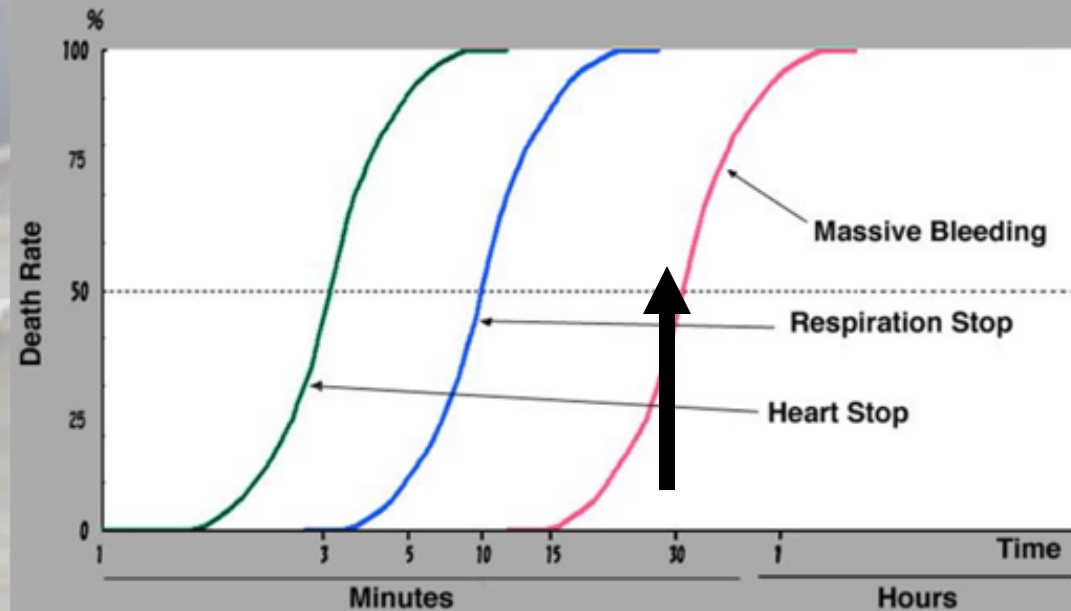
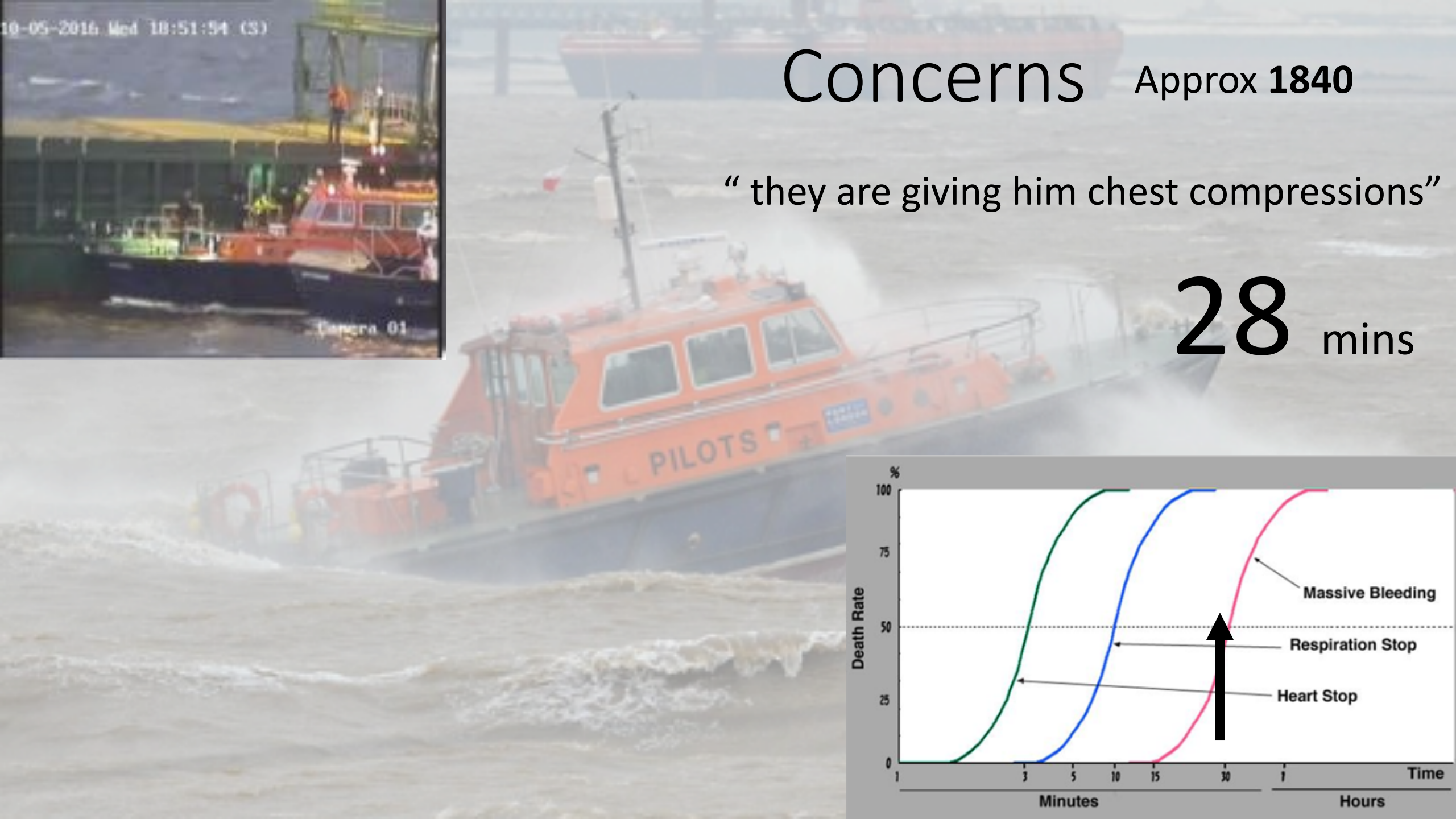
**Whilst still running safe & efficient port operations**



# Concerns Approx 1840

“ they are giving him chest compressions ”

# 28 mins





# Casualty Recovery

## Identifying a landing point

### Royal Terrace Pier

- Pier loading & depth alongside ... unknown
- No one had ever considered a vessel of this size
- Moorings – who & how




At 1913 **61mins**

# Investigation

MAIB / Internal

ACCIDENT REPORT

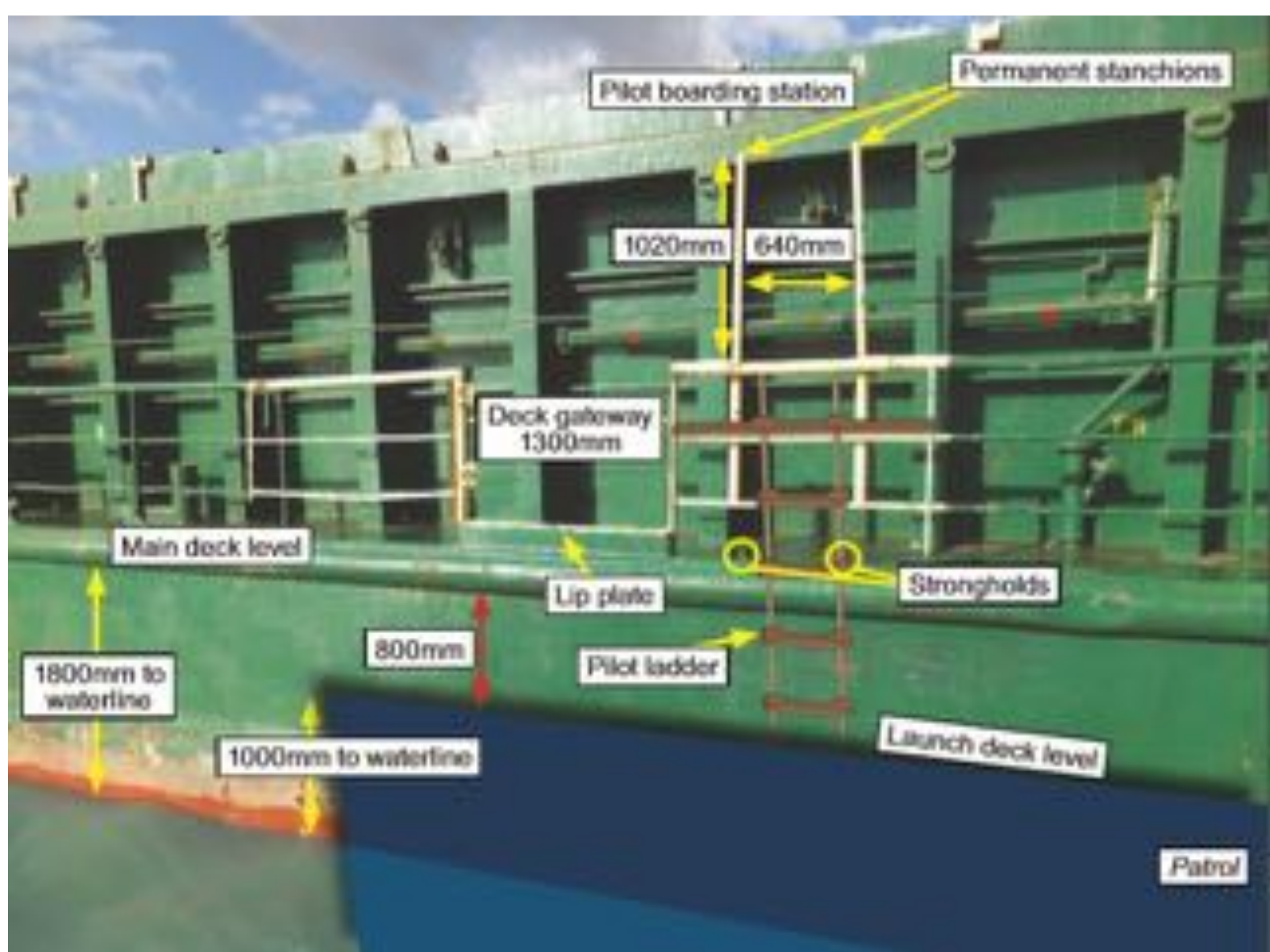
Report on the investigation into the fatal accident during  
pilot transfer between  
**Sunmi**  
and  
**Patrol**  
River Thames, London  
5 October 2016



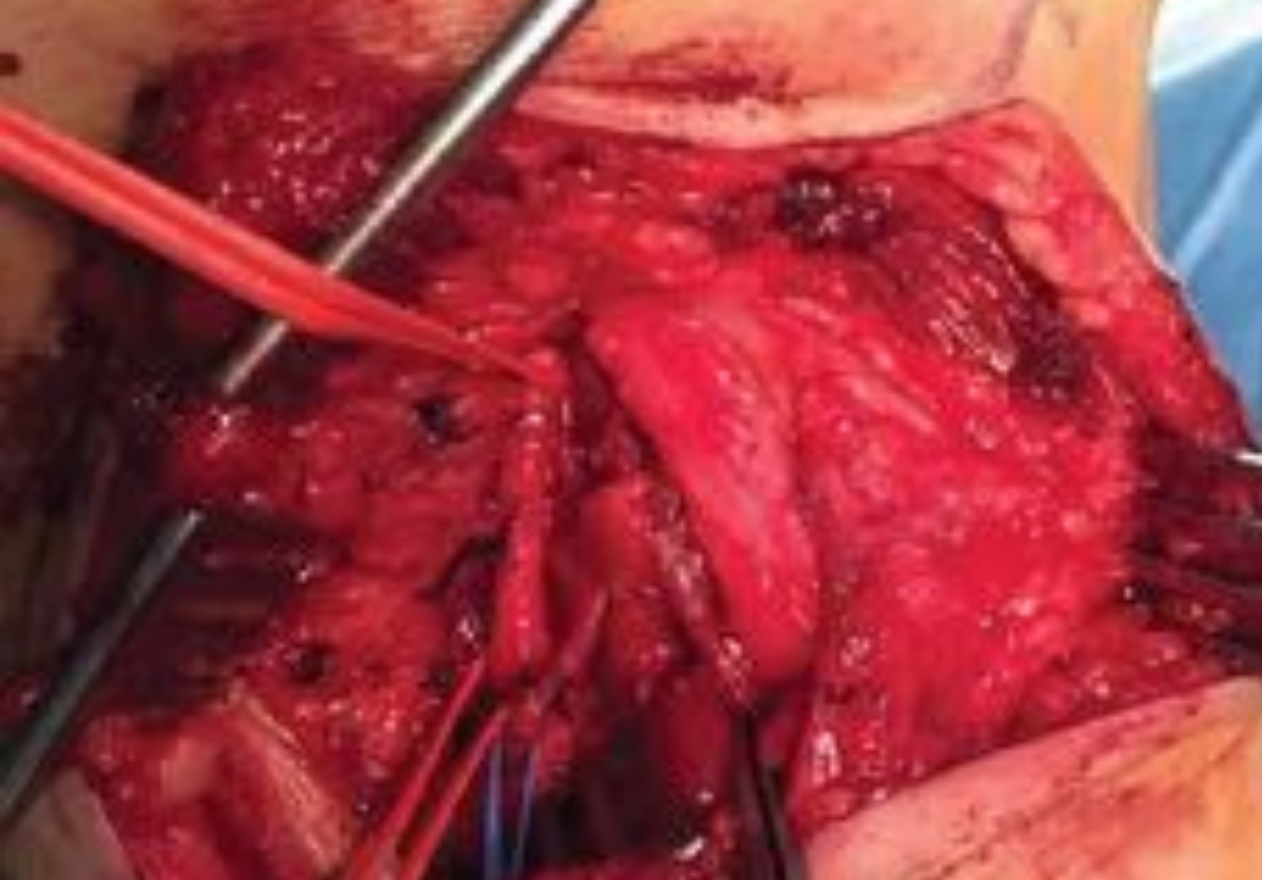
10-05-2016 Med 10:51:54 (5)  
Camera 01

VERY SERIOUS MARINE CASUALTY    REPORT NO 21/2017    OCTOBER 2017

MAIB  
MARINE ACCIDENT INVESTIGATION BRANCH







## Popliteal artery

The popliteal artery is a deeply placed continuation of the femoral artery

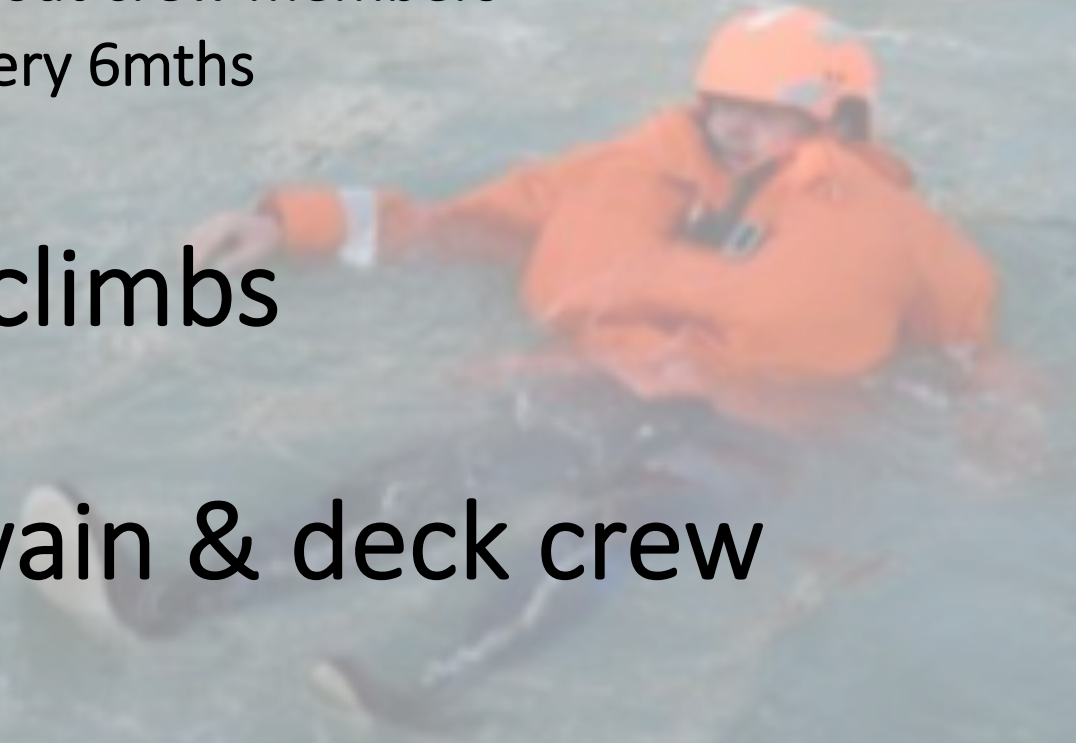
# Emergency Planning

**Training** – MCA now require all Pilot boat crew members to undertake MOB drills every 6mths

Raise awareness – short climbs

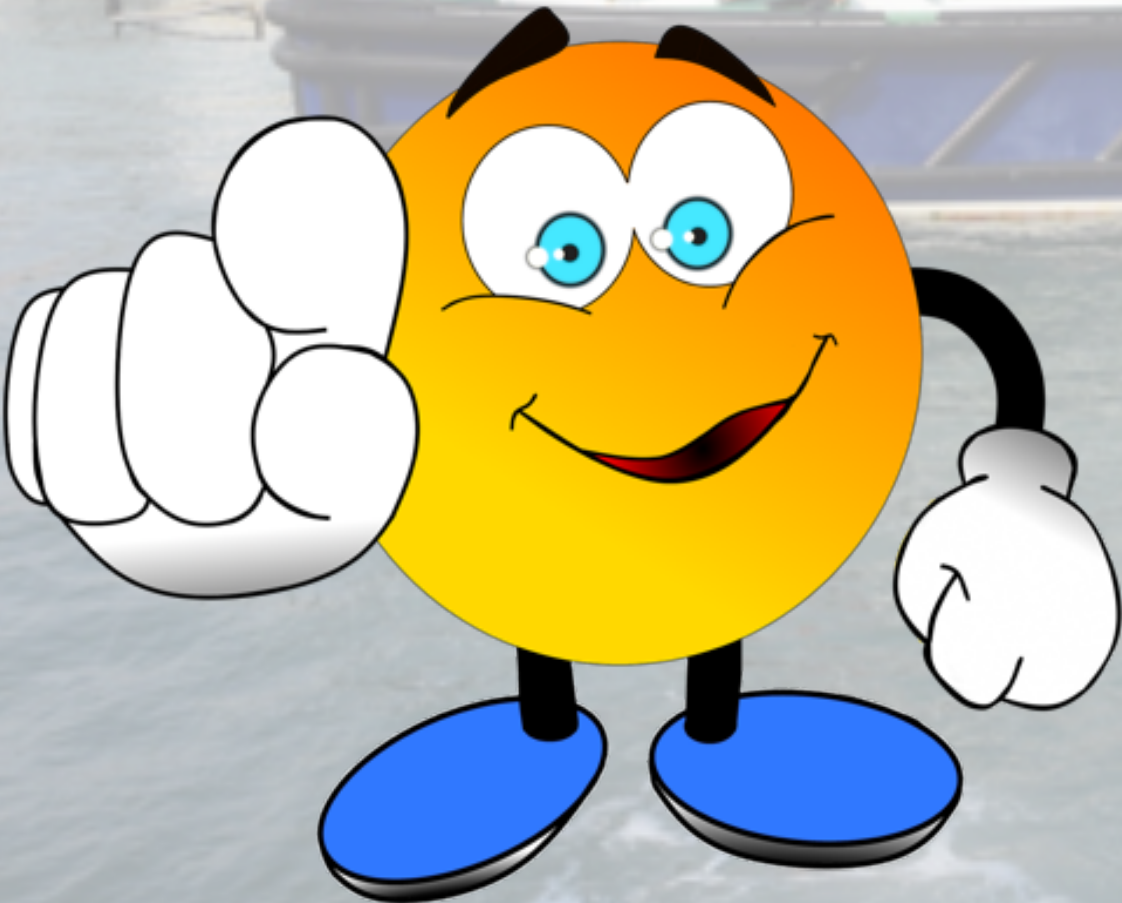
Communications - coxswain & deck crew

Video Recording of transfers





Next ?



Don't let it happen  
to you

