



GOOD CATCH from **The American Club**

Pilot Ladder Safety Part 2: Retrieval lines

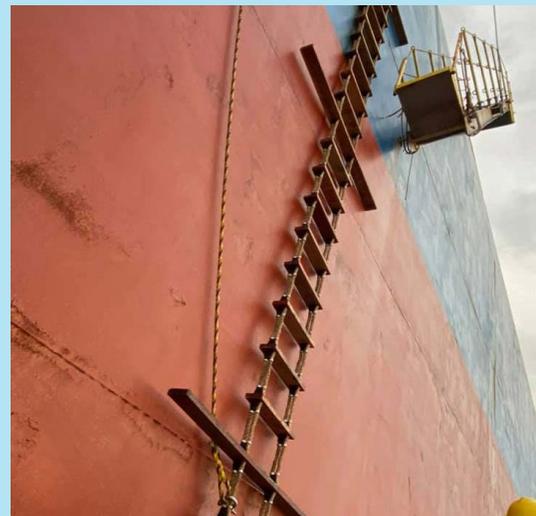
Your safety as well as the safety of your fellow crew mates is every crewperson's responsibility. The same responsibilities apply to those visiting your vessel, including marine pilots. There has been a tragic increase in marine pilot fatalities in recent months and pilots around the globe are paying particular attention to the conditions of pilot ladders of the vessels they board. Many have refused to board vessels where ladders are in poor working condition. The American Club has reached out to the marine pilot community regarding some of the main concerns they have with pilot ladder arrangements.



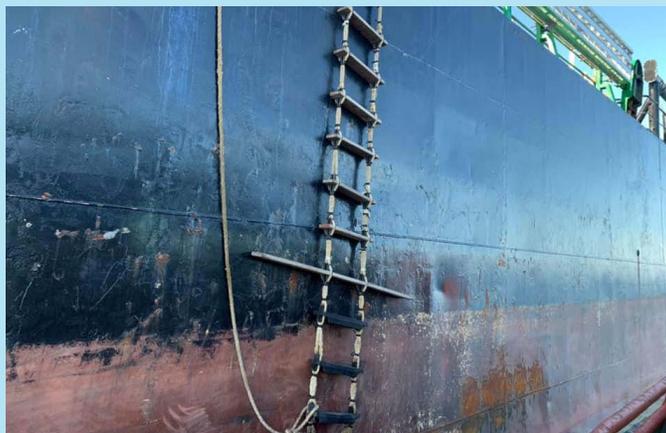
This ladder is not classified as a pilot ladder, since it has no spreaders and four rubber steps. The retrieval line is in the way of the steps.



A pilot ladder in excellent condition, but the location of the retrieval line on this long pilot ladder does not seem fixed for ease of retrieval by the crew.



Although this retrieval line seems not be in a position that would increase risk of entanglement, it has been affixed at least two meters above where it should have been affixed.



This slack retrieval line could be a source of trouble for a pilot in heavier seas.

SOLAS regulation V/23, *Pilot Transfer Arrangements*, set forth the standards and requirements for boarding arrangements, responsibility of ship's personnel in rigging pilot transfer equipment, associated pilot transfer equipment, clear access and lighting.

To rig a pilot ladder is hard physical work for the vessel's crew. The longer the pilot ladder in length, the more difficult it can be to retrieve once it has been deployed, and retrieval lines are regularly used.

International Maritime Organization Assembly Resolution A.1045(27), Recommendations on Pilot Transfer Arrangements, paragraph 2.1.5 recommends that when a retrieval line is considered necessary to ensure the safe rigging of a pilot ladder, the line should be fastened at or above the last spreader step and should lead forward. The retrieval line should not hinder the pilot nor obstruct the safe approach of the pilot boat.

The reason for this is very simple: A retrieval line suspended under the bottom spreader can easily get caught in the fenders or bollards of the pilot boat, or the pilot's leg can get entangled in it. Ensure the retrieval line is correctly rigged every time as the pilot's safety is dependent upon it.

When you identify a hazard before someone gets hurt...

it's a Good Catch.

When you fix a problem before something bad happens...

it's a Good Catch.

When you take responsibility for your own safety...

that's a Good Catch, too!

All pictures are courtesy of maritime pilots worldwide and Facebook group [#dangeroussladders](#).



Your Managers thank Capt. Herman Broers, a maritime pilot in Rotterdam, for his efforts maintaining the website pilotladdersafety.com, and recommend that Members take note of the information it contains and be guided accordingly.



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