.3 Try to secure recovery objects alongside if possible, to prevent them being blown away or left behind.

.4 When lifting people, control lines should be rigged to the hoist and tended to minimize swinging.

.5 Safety lines should always be used to secure the casualty in case he/she falls or is injured during the recovery.

9.4 If the differential movement is too violent, you will need to consider other options.

.1 It may be possible to transfer those to be recovered to an intermediate platform such as a liferaft veered down to them or acting as a fender against the ship's side.

.2 It may be necessary to have them enter the water, suitably equipped with flotation aids and safety lines from the ship, to be pulled across a safety gap between the ship and the craft they are leaving.

.3 Ultimately, however, the only option may be to abandon the attempt at recovery and to stand by, supplying whatever assistance you can until a more capable recovery unit arrives or conditions ease (see section 11).

9.5 The condition of the people to be recovered is another critical factor. When responding to an emergency, you will often not know their condition until you arrive.

.1 People's condition can range from the fit and healthy to the entirely helpless who, because of their age or through injury, infirmity, hypothermia, seasickness or fear can do nothing to assist in their own recovery.

.2 This wide range of capability may be found across a group of people to be recovered, so that some

of the group will be able to climb unaided into the recovering ship while others will need assistance. Even the fit and experienced seafarer's capability will erode over time, and may erode quickly. Weather conditions – ambient temperatures in particular – and the level of protection available prior to recovery are critical.

.3 You may find that people in distress are able to help themselves (and others). You may find that you will have to do all the work yourself. You are likely to find a mix of these conditions.

.4 There may be children to be recovered. Older children may be able to help in their own recovery, although the equipment in use may have to be adapted to their size (and remember that adults come in a wide range of sizes too). Other children may, and infants will, need adult help. You may have to provide means of securing a small child to an adult while being recovered. Alternatively, you may have to provide a lifting device to or in which the child may be securely fastened.

.5 Fear is a factor deserving attention. Some survivors may try to be recovered first or (if afraid for missing friends or family members, or if simply afraid of the recovery process itself – children, for example) they may resist recovery. In either case they may act dangerously. Be ready for such unpredictable behaviour, including having extra life-saving equipment to hand in case someone ends up in the water. The aim is to retain control of the recovery process overall: loss of control by individuals can be tolerated unless it directly affects others' safety.

9.6 Be ready to deal with each of these possibilities. You should plan ahead, so far as is practicable:

.1 People in the water should take priority over people in survival craft, etc.

.2 It may be best to bring at least some of the more capable survivors aboard first. You will probably be able to recover more capable people more quickly than you can recover the incapable, and, once aboard, they may be able to help you, by looking after other survivors, for example.

.3 But some of the most capable should also be among the last to be recovered, as you will need them to help prepare the incapable for recovery.

.4 Communications with those awaiting recovery are therefore very important. A controlled and prioritized recovery process should be established and maintained.

9.7 The size of your ship, relative to your recovery object, will affect differential movement, as discussed above. It will also determine how far those being recovered have to climb or be lifted; which, in turn, may affect:

.1 how long recovery takes;

.2 how many people can be recovered;

.3 whether they are exposed to additional risks such as swinging against the ship's side; and

.4 how anxious they are about the operation.

9.8 The ship's design may make recovery simpler. A high-sided ship may be able to use low freeboard areas or openings in her hull such as pilot, bunkering, or cargo doors.

9.9 The entry points identified in the ship's recovery plan should be reassessed with the prevailing conditions in mind. The questions to be considered include:

.1 Where can ladders or other climbing devices be rigged?

.2 Where can lifting devices be used? What are the leads and power sources for such devices?

.3 Are there any low freeboard areas or hull openings? Can they be safely accessed in bad weather or difficult sea conditions? Can the means of recovery be rigged there? Can those recovered be safely removed from there to shelter?

.4 If thinking of using accommodation ladders sited aft, is there a danger of survivors or craft near the foot of the ladder being trapped under the hull as it tapers to the stern?

5 Is there belting along the ship's sides? If so this is a particular hazard to small craft, with significant danger of the craft being trapped beneath it. Recovery points should be at any breaks in the belting.

.6 Can sufficient lighting be rigged in the recovery area?

9.10 The equipment available and the number of people competent to operate it are also key factors. If there are not enough people trained to operate the available means of recovery, or if adequate recovery equipment has not been prepared, efficiency of recovery will obviously be impaired:

.1 **ASSESS** your equipment.

.2 **PLAN** its use.

.3 **ASSIGN** people to operate it.

.4 **ENSURE** that they know how to operate it.

10 GETTING PEOPLE ABOARD THE SHIP: CLIMBING AND LIFTING

10.1 The methods of recovery discussed in this guide are in addition to any purpose-built means of recovery carried aboard the ship. They are methods that seafarers have used successfully in the past. Consider which ones can be used aboard your ship; or whether you can devise others.

10.2 The following CLIMBING devices should be considered:

.1 pilot ladders and lifts;

.2 accommodation ladders;

.3 your own survival craft embarkation ladders; and

.4 other ladders and nets.

10.3 Some or all of these may be rigged, in most cases whatever the conditions. The following points should be borne in mind:

.1 Lifting survivors is preferable to having them climb a ladder or net (see sections 10.4 to 10.5).

.2 Ladders and nets should be so rigged as to minimize the climb; that is, where the freeboard is lowest or at suitable openings in the ship's side.

3 They should be rigged on the flat sides of the ship, away from bow and stern.

.4 Their lower ends should be weighted so as to hang about two metres below the water level, enabling people in the water to get onto them.

.5 If possible, rig nets and jacob's ladders so that