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TO : [VESSEL.MANAGER@MITAGS.ORG](mailto:VESSEL.MANAGER@MITAGS.ORG)

Hi Bob,

A few days ago the Daymen were rigging the pilot ladder and as they went down to the lower platform, at night, they found that the new fall arrestors that we just received in LA stopped short and they could not reach the lower platform. These are the new fall arrestors that we ordered specifically for safely accessing the lower platform, especially due to the new requirement to use hull magnets.

A history of this problematic item:

.. Winter 2013, Captain Smith and I determined that our current fall arrestors are nearing the end of their very long service life.

.. These items are heavily used each port and are THE most important safety item as they keep the Daymen out of the ocean should they fall while rigging the pilot ladder.

.. I ordered two of these on January 21, 2014.

.. There was some discussion back and forth between you and I about the high cost of the item found in the ordering system, about \$1000 per item, so if you remember I sent a screenshot of a 3M PROTECTA REBEL unit that would be acceptable for less cost. It was \$300, but now I can only find it for \$600.

.. The order was approved and we received the item in Houston on January 26th, 2015, one year and one week from the date of the order.

.. The fall arrestors received are not the Miller Falcon that I specified in the order, or the 3M Protecta Rebel that we discussed after.

.. The items received are Palmer Safety, a brand I have never heard of, and it is obvious that the top shackle is nowhere near marine grade, and has inferior build quality, design and corrosion resistance.

.. The length of the wire on the Palmer Safety unit is 20 FEET, when I clearly specified on the order that I needed a 20 METER wire.

.. The order clearly specified STAINLESS wire in multiple places, and the item received has GALVANIZED wire.

.. The cost of the item provided by RIP-ME-OFF Chandlers is \$225 retail, but I would assume they charged the company much more.

This is an unacceptable item, and this is the exact reason why feel like our ordering system is broken. This is not a safe or efficient way to outfit an

oceangoing vessel. There is an exact reason why I specified stainless wire and not galvanized, because galvanized wire lifelines are not suitable for a marine environment, the Company has stated that they are prone to sudden failure and are prohibited onboard.

This is the same situation that happened with the padlocks last year. My copious notes and many emails were ignored.

Please tell me your thoughts on what we can do to more safely and efficiently outfit our vessels, if there is something that we are doing incorrectly on the vessels, then I promise that we will take a hard look at what we can do to improve.

Best regards,

John Brown

MV MITAGS - Chief Officer