
**Ships and marine technology — Pilot
ladders —**

Part 3:
**Attachments and associated
equipment**



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ISO copyright office
CP 401 • Ch. de Blandonnet 8
CH-1214 Vernier, Geneva
Phone: +41 22 749 01 11
Email: copyright@iso.org
Website: www.iso.org

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 8, *Ships and marine technology*, Subcommittee SC 1, *Maritime safety*.

A list of all parts in the ISO 799 series can be found on the ISO website.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

This document supplements existing IMO requirements for pilot transfer arrangements and associated equipment. The intent of this document is to clarify such requirements, thereby ensuring arrangements and equipment efficiently fulfil their purpose of enabling pilots to embark and disembark safely. It complements ISO 799-1 and ISO 799-2.

Ships and marine technology — Pilot ladders —

Part 3: Attachments and associated equipment

1 Scope

This document specifies requirements and recommendations for the attachments and associated equipment of pilot ladders, and gives guidance on their use. It is applicable, but not limited to, securing ladders at less than full length, deck securing points, hull securing equipment, man-ropes, bulwark openings and accesses, deck access, stanchions, anti-chafing arrangements, and interfaces between pilot ladders and accommodation ladders for their combined use.

2 Normative references

The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 799-2, *Ships and marine technology — Pilot ladders — Part 2: Maintenance, use, survey, and inspection*

3 Terms and definitions

No terms and definitions are listed in this document.

ISO and IEC maintain terminology databases for use in standardization at the following addresses:

- ISO Online browsing platform: available at <https://www.iso.org/obp>
- IEC Electropedia: available at <https://www.electropedia.org/>

4 Man-ropes

4.1 Man-ropes shall be grade 1 manila rope.

4.2 Two man-ropes of not less than 28 mm and not more than 32 mm in diameter shall be available for use if required by the pilot. These ropes shall be clean.

4.3 Man-ropes shall be fixed at the rope end to the ring plate fixed on deck, and shall be rigged on either side of the ladder ready for use when the pilot disembarks, or upon request from a pilot approaching to board. The man-ropes shall reach the height of the stanchions or bulwarks at the point of access to the deck before terminating at the ring plate on deck.

4.4 Man-ropes shall be tagged and inspected at intervals not exceeding those required for pilot ladders in ISO 799-2.

4.5 Man-ropes shall be stored in accordance with any instructions issued by the rope manufacturer. In the absence of rope manufacturer instructions, due regard should be given to the guidance contained in ISO 799-2:2021, Annex B.