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**Ships and marine technology —  
Accommodation ladders**

*Navires et technologie maritime — Échelles de coupée*



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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](http://www.iso.org/directives)).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see [www.iso.org/patents](http://www.iso.org/patents)).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT) see the following URL: [Foreword - Supplementary information](#)

The committee responsible for this document is ISO/TC 8, *Ships and marine technology*, Subcommittee SC 1, *Lifesaving and fire protection*.

This second edition cancels and replaces the first edition (ISO 5488:1979), which has been technically revised.

# Ships and marine technology — Accommodation ladders

## 1 Scope

This International Standard specifies requirements and the method of test for accommodation ladders used on merchant ships (excluding passenger ships) to enable crew and pilots to embark and disembark safely.

This International Standard is applicable to the design, manufacturing and testing of accommodation ladders as well as accommodation ladder used specifically in combination with pilot ladder (hereinafter referred as “pilot accommodation ladder”).

## 2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 209:2007, *Aluminium and aluminium alloys — Chemical composition*

ISO 630-1, *Structural steels — Part 1: General technical delivery conditions for hot-rolled products*

ISO 2408, *Steel wire ropes for general purposes — Minimum requirements*

IMO Resolution A.1045(27), *Pilot transfer arrangements*

## 3 Types

### 3.1 Revolving-platform ladder

The ladder, of single-flight, multi-flight or telescopic construction, is hinged from an upper revolving platform and is capable of being varied in direction and inclination between the ship and the lower access level.

The ladder may be supported by steel wire ropes or chains from the lower suspension point or by rollers fixed to the bottom of the ladder (see [Figure 1](#), [Figure 2](#) and [Figure 3](#)).

### 3.2 Fixed-platform ladder

The ladder is hinged from a fixed anchorage and is capable of being varied in inclination between the ship and the lower access level.

This ladder is supported by steel wire ropes or chains from suspension point(s) in the lower part of the ladder (see [Figure 1](#), [Figure 2](#) and [Figure 3](#)). This ladder may be of single-flight or telescopic construction.

This ladder is mainly applicable to pilot accommodation ladders.