International Standard 5488

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Shipbuilding — Accommodation ladders

Construction navale — Échelles de coupée

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Foreword

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Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 5488 was developed by Technical Committee ISO/TC 8, *Shipbuilding*, and was circulated to the member bodies in July 1978.

It has been approved by the member bodies of the following countries :

Australia	Ireland	Poland
Austria	Italy	Romania
Belgium	Japan	Spain
Bulgaria	Korea, Dem. P. Rep. of	United Kingdom
Czechoslovakia	Korea, Rep. of	Yugoslavia
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The member bodies of the following countries expressed disapproval of the document on technical grounds :

France	Sweden
Germany, F. R.	USSR
Norway	

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Shipbuilding — Accommodation ladders

1 Scope and field of application

This International Standard specifies requirements and the method of test for accommodation ladders used on merchant ships (excluding passenger ships) to enable persons to embark and disembark safely. The requirements are applicable to either single-flight or multi-flight ladders.

2 References

ISO/R 630, *Structural steels.*

ISO/R 209, *Composition of wrought products of aluminium and aluminium alloys — Chemical composition (per cent).*

3 Types

3.1 Revolving-platform ladder

The ladder, of single-flight or multi-flight 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 figures 1 and 2).

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 figures 1 and 2). This ladder may also be of single-flight or multi-flight construction.

4 Definitions

4.1 Nominal length, L_1 :

4.1.1 For a single-flight ladder, the distance from the centre of the top pin to the centre of the lower platform holding pin (see figure 1).

4.1.2 For a multi-flight ladder, the sum of the lengths L_3 and L_4 of the separate flights measured from the centre of the top pin to the centre of the lower pin in each case (see figure 2).

4.2 design length, L_2 : The maximum distance between supporting points for each separate flight (see figures 1 and 2).

4.3 width, b : The effective width of the walking surface (see figure 3).

4.4 handrail height, a : The vertical height of the upper surface of the handrail, measured from the highest point of the standing surface presented by the steps when the ladder is horizontal (see figure 3).

5 Dimensions

5.1 Nominal length, L_1

The range of nominal lengths shall be :

- 3,6 to 7,2 m in 0,6 m increments;
- 7,2 to 21,6 m in 1,2 m increments;
- 21,6 to 30,6 m in 1,8 m increments.

5.2 Width, b

The width, b, of all ladders shall be 600 mm.

5.3 Distance between steps

The distance between the steps measured along the line tangential to the step noses shall be 300 mm.

5.4 Handrail height, a

The top handrail height, a, as defined in 4.4 shall be not less than 1 000 mm. An intermediate rail at mid-height shall be provided (see figure 3).