

ISO

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION

ISO RECOMMENDATION R 799

PILOT LADDERS

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BRIEF HISTORY

The ISO Recommendation R 799, *Pilot ladders*, was drawn up by Technical Committee ISO/TC 8, *Shipbuilding details*, the Secretariat of which is held by the Nederlands Normalisatie-Instituut (NNI).

Work on this question by the Technical Committee began in 1964 and led, in 1966, to the adoption of a Draft ISO Recommendation.

In April 1967, this Draft ISO Recommendation (No. 1240) was circulated to all the ISO Member Bodies for enquiry. It was approved, subject to a few modifications of an editorial nature by the following Member Bodies :

Belgium	Italy	Sweden
Canada	Japan	Switzerland
Czechoslovakia	Korea, Rep. of	Thailand
Finland	Netherlands	Turkey
France	New Zealand	United Kingdom
Germany	Norway	U.S.S.R.
India	Poland	
Israel	Spain	

No Member Body opposed the approval of the Draft.

The Draft ISO Recommendation was then submitted by correspondence to the ISO Council, which decided, in July 1968, to accept it as an ISO RECOMMENDATION.

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PILOT LADDERS

1. SCOPE

This ISO Recommendation describes a pilot ladder which enables the pilot to board a ship as safely as possible.

2. DIMENSIONS, MATERIAL, CONSTRUCTION

Dimensions in millimetres

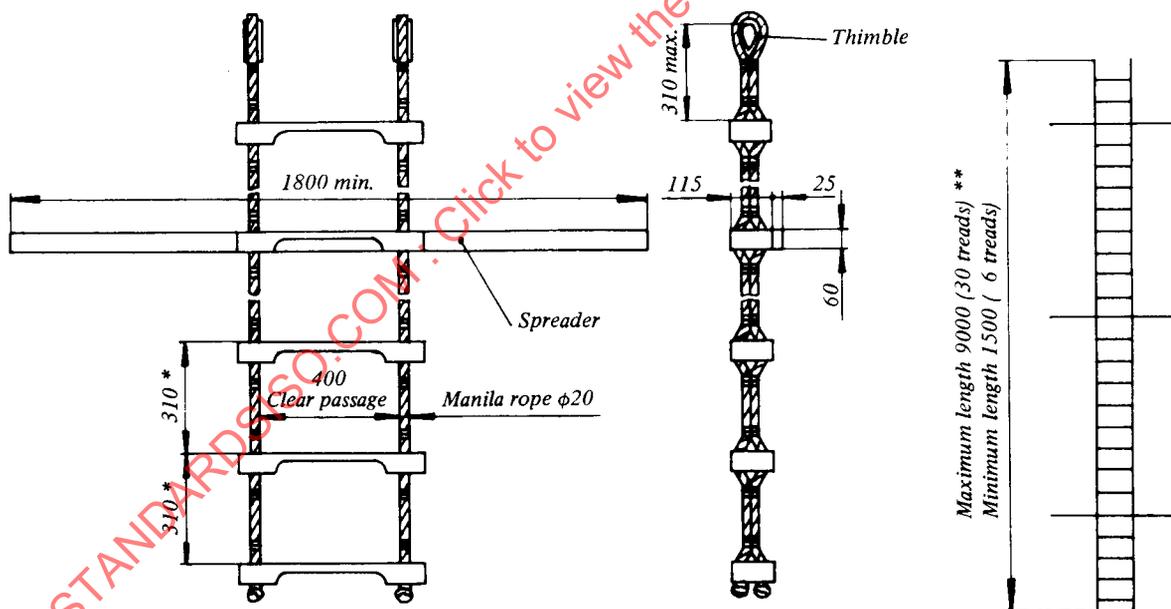


FIG. 1 - Pilot ladder

* Approximate.

** Regulation 17 in Chapter V of the International Convention for the Safety of Life at Sea, 1960, contains the following rule :

"A single length of ladder shall be used capable of reaching sea level in all normal conditions of trim of the ship. Whenever the distance from sea level to the point of access to the ship is more than 30 feet (or 9 metres), access from the pilot ladder to the ship shall be by means of an accommodation ladder or other equally safe and convenient means".

2.1 Material

2.1.1 *Treads, spreaders and repair treads.* Ash, oak, elm or teak, unpainted and free from knots.

The four lowest treads may be made of rubber of sufficient strength and stiffness; these rubber treads should be of the same shape and dimensions as the wooden treads.

2.1.2 *Side ropes and centre rope.* Manila, not covered.

NOTE. — Metal treads and metal spreaders, metal parts in the side ropes and steel wire should not be used.

2.2 Treads

The treads should be made in one piece. Their upper surface should be made non-slip by means of a number of crossed grooves.

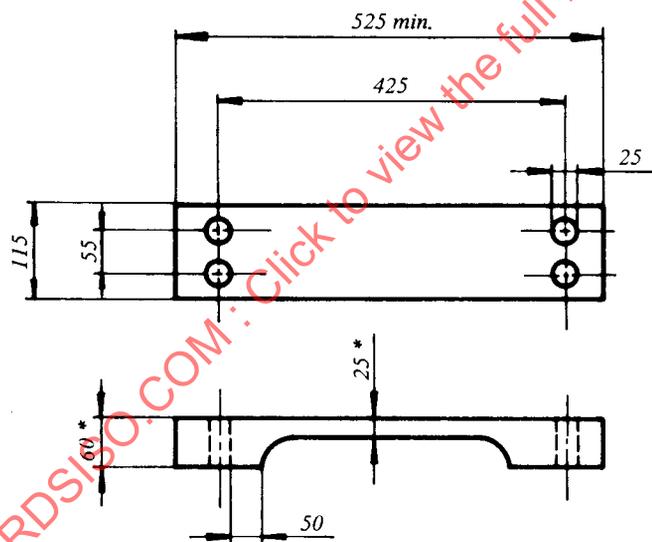


FIG. 2 — Tread

2.3 Spreaders

The lowest spreader should be attached to the 5th tread from the bottom; beginning with the 5th, every ninth tread, i.e. the 5th, 14th and 23rd treads, should have a spreader. All spreaders should be screwed to the back of the treads by means of countersunk brass screws.

The spreaders should be made in one piece.

* Excluding the depth of the crossed grooves.