MARINE LADDER

Mount Ship Rope Ladder

ISO9001 Supplier

Class Certificate

Export Supply

Mount Ship Rope Ladder also can be called as Embarkation Ladder. Design & Manufacture Standard: CB/T428-93,ISO5489-1986 Embarkation Ladder is used to be a rope ladder for embarking lifeboats & rafts i...



Key Highlights

Category	Marine Ladder
Standard	ISO
Material	Wood or Aluminum
Weight / Size	Light weight, sate, used widely for various ship.
Certificate	CCS, BV, ABS, GL, LR, DNV, NK,RINA

We can supply according to your requirement, drawings, class certificate needs, and delivery schedule.

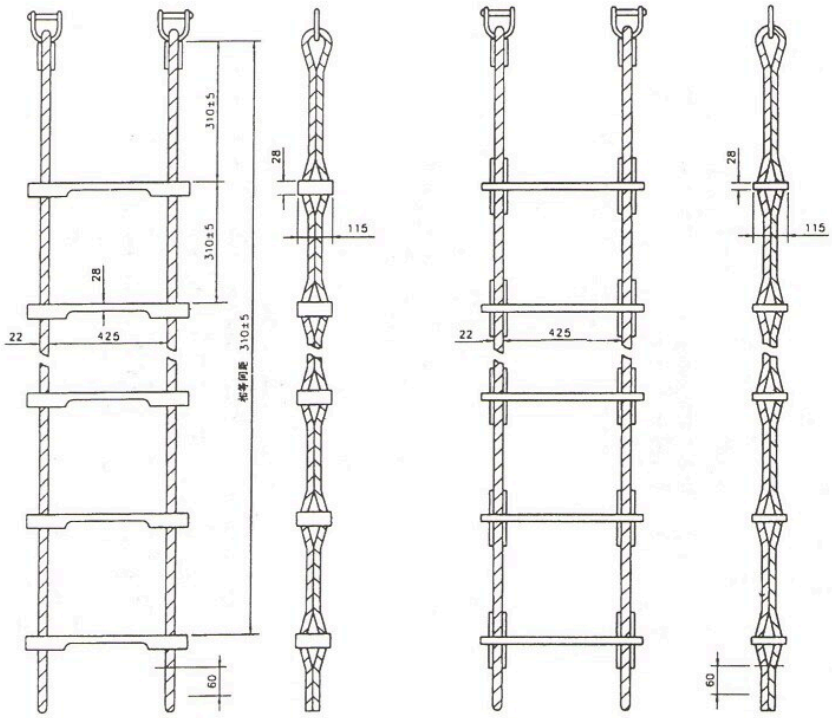
Technical Specifications

Category	Marine Ladder	**Model / SKU**	Mount-Ship-Rope-Ladder
Standard	ISO	**Material**	Wood or Aluminum
Weight / Size	Light weight, sate, used widely for various ship.	**Certificate**	CCS, BV, ABS, GL, LR, DNV, NK,RINA
Warranty	12 Months unless specified otherwise	**Origin**	China

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- China Mount Ship Rope Ladder:
- Main Size List(mm):
- Main Material:

Mount Ship Rope Ladder Drawing



TYPE A-ALUMINUM ALLOY STEP
TYPE B-HARDWOOD STEP

China Mount Ship Rope Ladder:

Mount Ship Rope Ladder also can be called as Embarkation Ladder.

Design & Manufacture Standard: CB/T428-93,ISO5489-1986

Embarkation Ladder is used to be a rope ladder for embarking lifeboats & rafts in emergency case. Also for crews to embark when anchoring. Light weight, sate, used widely for various ship.

Good Quality with DNV type approval certificate.

Main Material:

Rope: Manila Rope

Timble: plastick & Steel

Step:

Type	Material	Weight/pc
A	Aluminum	0.95
B	Wood	1.9
C	Rubber	3.5

Main Size List(mm):

No of step	Length of rope ladder (mm)	Weight (kgs)	
		Aluminum	Wood
10	3100	25.86	31.56
15	4650	33.47	43.92
20	6200	41.08	56.27
25	7750	48.69	68.64
30	9300	56.3	81
35	10850	63.91	93.36
40	12400	71.52	105.72
45	13950	79.13	118.08
50	15500	86.74	130.44
55	17000	94.35	142.86
60	18500	101.96	155.16
to add each 5 steps	length increase 1500	weight increase 7.61	weight increase 12.36

Note: the length of a rope ladder is the maximum calculated value under the condition that a ship is heeling to an angle of 15°, and to be selected by the designer.