



**Gibraltar Maritime  
Administration**

HM Government of Gibraltar

Watergate House  
2/8 Casemates Square  
Gibraltar

Tel (+350)200 46862 / 200 47771 /200 50424  
Fax (+350) 200 47770  
e-mail: [maritime.survey@gibraltar.gov.gi](mailto:maritime.survey@gibraltar.gov.gi)  
[maritime.registry@gibraltar.gov.gi](mailto:maritime.registry@gibraltar.gov.gi)

**Shipping Information Notice – 101**

**Cayman Island  
FLYER TO THE YACHTING INDUSTRY (05/2023)**

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To: Masters, Owners & Operators of commercial/pleasure yachts

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The purpose of this notice is to bring to the attention of Masters, owners and operators of both commercial and pleasure yachts, on the contents of appended “FLYER TO THE YACHTING INDUSTRY (05/2023)” produced by the Cayman Island Shipping Registry (CSIR), in relation to failures of “Side Boarding Ladders” attached to yacht hulls.

Masters, owners and operators of Gibraltar registered yachts are recommended to review “side boarding ladder” arrangements against the contents of the appended flyer on their respective vessels.

Steve Gomez – Chief Surveyor (Ag)

*For and on behalf of the Maritime Administrator*

Issue date: 09 October 2023

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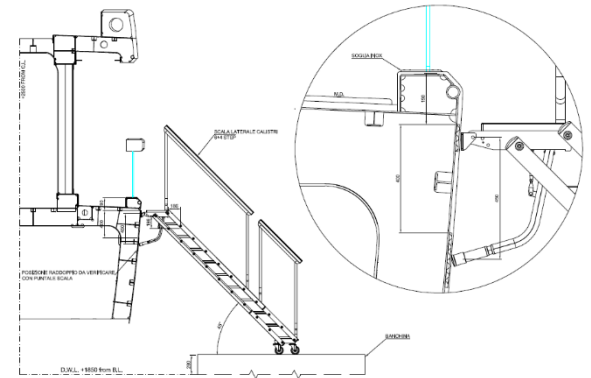
**URGENT SAFETY RECOMMENDATIONS**

**FLYER TO THE YACHTING INDUSTRY (05/2023)**

**Failure of “Side Boarding Ladders” attached to yacht hulls.**

The Cayman Islands Shipping Registry (CISR) recently became aware of the failure of a side boarding ladder attached to the hull of a yacht. One crew member was using the side boarding ladder at the time of the failure. This crew member fell from the ladder into the dock and managed to escape serious injury.

A review of CCTV footage of the incident shows the crew member was extremely fortunate and could easily have sustained life changing or fatal injuries in the incident. The incident was not reported to CISR or the Maritime Authority at the time of occurrence.



The side boarding ladder:

The side boarding ladder was fitted to the yacht during construction and was detailed in drawings produced by the yacht builder.

The side boarding ladder was intended to be attached to the hull by being screwed into a doubling plate on the aluminium shell plating through the hull fairing compound.

An examination of photographs taken after the incident showed that –

The bolts securing the mounting bracket of the side boarding ladder only extended approximately 15mm from the bracket and did not engage with any doubling plate that may have been fitted;

The mounting bolts were only “engaged” in the fairing compound and pulled out of the fairing compound during the incident;

The threads of the mounting bolts were not “stripped” during the pull out; and

The side boarding ladder did not comply with the REG Yacht Code with respect to intermediate rails or wires. See Safety Flyer “[Incidents on Gangways, Pasarellas and Accommodation Ladders](#)”.

Photographs:



Urgent Safety Recommendations

These safety recommendations apply to all side boarding ladders which attach to the yacht's hull, whether installed as part of the build or retrofitted to the yacht after delivery.

Such side boarding ladders should be REMOVED FROM SERVICE until –

all parts of the side boarding ladder (including and “hardware” and fittings) have been visually examined for defects by a competent person; and

a competent person is satisfied that all attachment arrangements to the yacht's hull are fit for the intended purpose. This should include the removal of any screwed attachment to ensure that attachment hardware is of sufficient size and strength that properly and securely attaches the side boarding ladder to the hull.

It is recommended that side boarding ladders are subject to the same examination and load testing regime as pasarells and other gangways. All load tests, including post-installation tests, should be witnessed by the vessels Class Society.

New side boarding ladders (both on new build projects and retrofitting after delivery) –

should meet the standards or requirements set out in international standards<sup>1</sup> and applicable national legislation; and

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<sup>1</sup> Refer to MSC.1/Circular.1331, Guidelines for construction, installation, maintenance and inspection/survey of means of embarkation and disembarkation.

the maximum design angle, maximum number of persons, and the maximum total weight should be clearly marked, and should only be used in accordance with the manufacturer's instructions.

Given the potential consequences of this incident, it is important that all such events are reported promptly so that actions can be instigated to prevent persons being seriously injured or killed in similar circumstances.

It is also understood that the next revision of the REG Yacht Code will contain detailed requirements for all equipment used to provide access to yachts, and these requirements will extend to side boarding ladders even when only in occasional use.

*Maritime Authority of the Cayman Islands  
25 September 2023.*