

- **Read Instructions**
- **Check Halyard**
- **Check Stitching**
- **Check Rivets**
- **Secure & Make Fast**
- **Use a Safety Line**
- **Dry Thoroughly**
- **Store in Dry-Bag**



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# Mast Ladder

## **Disclaimer**

### **Kinleven Marine Products**

Our products are designed and made to provide safer options in a number of particular circumstances for boat owners, skippers and sailors. They are made using materials selected and tested for fitness for purpose and with the intention of making them robust enough for reasonable improvised secondary uses, e.g. dry-bags as emergency improvised buoyancy aids.

Our products cannot provide substitutes for planning, foresight, preparation, suitable training and experience, or adequately replace safety equipment designed and built for the specific functions required, e.g. lifejackets.

When considering using a Kinleven Marine Product for an improvised secondary use, account should be taken of the loadings designed for in the function for which it was made. Kinleven Limited cannot accept liability for consequences resulting from either excessive loading or such circumstances as may make improvised secondary usage necessary.

## **No Fibres Were Harmed**

### **In The Making Of This Ladder**

We make our ladders **STRONG** to the highest standards, deliberately over-engineered and compliant to safety equipment recommendations.

Structural stitching is visible and in a contrasting colour for ease of inspection. We rivet through the webbing without melting holes in it.

And we inspect our ladders thoroughly before we let them out of our sight.

## **After that it's up to you!**

So, Please:

Think through what you're going to do.

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## **Guarantee**

**Owner:** .....

**Yacht:** .....

**Length:** .....Metres **Sail Slides:** .....

**Serial Number:** MLSN..... **Inspection Date:** ..../..../.....

This Yacht Mast Ladder is guaranteed for 5 years from the date of delivery, subject to compliance with usage and maintenance guidelines contained in these instructions and usage on the named Yacht for which it was made.

This Guarantee includes repair, replacement or replacement of parts and rivets by Kinleven Marine, should such be required. We recommend annual inspection as well as inspection prior to use and that we be contacted before use should there be any doubt as to condition of a ladder. Kinleven Marine uses a traceable batch system by which Mast Ladder Serial Numbers are recorded with details of material batches used. Should an issue with any batch of materials arise, implying any risk to safety, the purchasers of all Mast Ladders with linked serial numbers will be contacted for recall, repair or replacement.

Returns and Refunds – regrettably made-to-measure products cannot be returned or refunded unless the product received is unfit for purpose. Should an error result in a ladder being the wrong size, every reasonable effort will be made to rectify the situation. Replacements will be provided free of charge where the ladder dispatched does not match measurements provided with order. A minimal surcharge may be applied where the error is in the measurements provided by the customer.

This guarantee is void if repairs or modifications are carried out by parties other than Kinleven Marine, Kinleven Limited or its authorised agents. Our servicing and inspection services may be additional to the terms of this guarantee and may be charged for.

**Store in Dry-Bag** – The PVC Dry-Bag is provided to protect your ladder when not in use and to prolong its useful life. We feel confident enough in this and the quality of our ladders to offer a 5 year guarantee conditional on storage in the Dry-Bag provided.

Place your thoroughly dried ladder, already in its drying bag, into its Dry-Bag and roll the top down three or more times before securing with the side-release clip. It should be necessary to release some of the air trapped inside the Dry-Bag to do this. If not, check the Dry-Bag for holes or punctures.

Kinleven Marine Dry-Bags are very robust, however storage in a Yacht’s lockers, along with other items such as kedge anchors, can sometimes result in punctures. If the Dry-Bag should become damaged, punctured or torn, such that it will not provide the required level of protection to its contents, contact Kinleven Marine for a replacement and check the condition of the ladder.

Avoid contact with acetone.

If you feel tempted to use the Mast Ladder Dry-Bag for other uses, other than emergency uses, we would be happy to supply you with Dry-Bags which are available through our website or by contacting us.

**Check Stitching and Rivets** – and the general condition of the Ladder. If it has been unused for a while, stored in a locker or stored ashore, check it before use. If it's brand new and just out of the box, please familiarise yourself with each part.

We inspect and check every detail of our ladders before we send them out and we take this task seriously. Furthermore we've selected all materials for their longevity and performance in marine conditions.

However, it's your or your crew's safety that's at stake, and it is part of a skipper's responsibility to routinely check everything thoroughly:

1. Stitching – intact, unworn? Complying with ISAF OSR 2014-2015, the stitching is intentionally in a contrasting colour, so that its condition can be checked with ease.
2. Rivets – holding firm, free of corrosion? You should be able to see clear through the mandrel hole and the two rung components should clamp the webbing lines reasonably tightly.
3. Webbing – un-frayed, soft and strong? Much as we'd like you to show off our product, mast ladders should not be left out for extended periods. Eventually it would become stiff, dull and weaken. If it should begin to stiffen or lose its shine, consider sending it to us for a service.
4. Rungs – undamaged? These are very strong moulded nylon with added glass fibre. It takes a lot to break a riveted rung assembly. We know, we've tried! However if one or more should get damaged, they can be replaced, and as always, if in doubt, get it fixed before climbing it.
5. Check the top assembly and triangular ring thoroughly.
6. If you are concerned about any of these contact us and, if required arrange for us to service your ladder.

**Secure and Make Fast** – top and bottom.

1. Attach the ladder by its triangular ring to the halyard using a secure method such as a locking karabiner or an adequately sized shackle.
2. Remove the mainsail slides from their track and either unbend or secure the mainsail out of the way.
3. Hoist the ladder feeding the fitted sail slides into the mainsail track or channel gate.
4. Once hoisted secure the halyard thoroughly to its cleat or strong point using reliable bends, such as a round turn and two half hitches.

**Use a Safety Line** and harness – there are several ways to do this depending on your particular arrangement of halyards and winches:

- A. Assisted – Preferable. Use a spare Halyard such as a Spinnaker Halyard with a crew member tailing.
- B. Solo - Depending on the particular arrangement of winches take a spare Halyard 3 turns round a ratcheted winch and then secure the end to your harness. With this method the winch turns as you climb but slows the halyard as you descend. Precautions may have to be taken to ensure the safety line cannot unintentionally fall off the winch. Other similar arrangements are also possible.
- C. Solo – Use a three point 2m safety line attached at its mid point to your harness, or two 1m lines. Clip one line onto the ladder's central webbing line, climb two or three steps and clip the other higher up onto the central webbing line. Unclip the lower end and "walk" the safety line up the ladder as you climb, always keeping at least one end clipped on. This method will not prevent falling if due to halyard failure.

- D. Solo – recommended in addition to other safety lines. Use a rope or strop attached at both ends to your harness and passing around the mast, much like a lumberjack’s pole climbing rope. When adjusted to the right length this will also enable the user to stand hands-free on the top rung of the ladder and work on the masthead with both hands.

Kinleven Marine is currently developing a harness designed specifically for maximum comfort, convenience and safety of use with Mast Ladders.

**Dry Thoroughly** after use. If the ladder should get wet for any reason, dry thoroughly before storing in its PVC Dry-Bag. An aertex drying-bag in which the ladder can be hung is provided to facilitate this.

Polyester webbing has a very low moisture absorbency and so will quickly feel wet or damp. The presence of salt may prevent adequate drying and cause corrosion to rivets. If the ladder has been in contact with salt-water, rinse thoroughly with fresh-water giving particular attention to rivets before hanging to dry. Check mandrel holes for moisture before storage.

Occasionally lightly polish stainless steel components to prevent corrosion.

Although they can be hoisted and stabilised using several different arrangements, Kinleven Marine Yacht Mast Ladders are designed to reach the masthead from the boom, using a mainsail track or channel for extra stability. We can also supply hook & loop straps as an alternative. Getting onto your boom may be more or less straight forward, and we make various bespoke solutions if additional equipment would be helpful.

## Before hoisting

**Check Halyard** – check that the main halyard (or the halyard to be used to hoist the Mast Ladder) is strong enough and in good condition.

1. Is it un-frayed and in good condition along its full length, even where hidden inside the mast?
2. Is it new enough or too old to rely on?
3. What is its type, structure and size? What is it made of? Is it of sufficient diameter? Was it designed and made strong enough for this purpose?
4. Is the method of attachment (Ladder to Halyard) lockable and sufficiently strong?
5. Also check any halyard or topping lift to be used as a safety line. If in doubt, replace either or both before use.
6. While checking Halyards, conduct an assessment of the condition of rigging to make sure your weight aloft can be safely supported: back-stays, forestays shrouds spreaders, mast, spars and all fixings, close-up visually where possible and using binoculars where out of reach. Do not climb if there is any doubt.