SC 253 (Dec 2011) (Rev.1 May 2016) Fire resistance requirements for fibre-reinforced plastic (FRP) gratings used for safe access to tanker bows (IMO Res. MSC.62(67))

Regulation

Tankers, including oil tankers as defined in SOLAS regulation II-1/2.12, chemical tankers as defined in regulation VII/8.2 and gas carriers as defined in regulation VII/11.2, should be provided with means to enable the crew to gain safe access to the bow even in severe weather conditions. For tankers constructed on or after 1 July 1998, the access should be by means of either a walkway on the deck or a permanently constructed gangway of substantial strength at or above the level of the superstructure deck or the first tier of a deckhouse which should:

…

*.3 be constructed of **fire resistant** and non-slip material;*

…

Interpretation

Fibre Reinforced Plastic (FRP) gratings used in lieu of steel gratings for safe access to tanker bows shall possess:

1. low flame spread characteristics and shall not generate excessive quantities of smoke and toxic products as per the International Code for Application of Fire Test Procedures, 2010 (2010 FTP Code);

and

2. adequate structural fire integrity as per recognized standards* after undergoing tests in accordance with the above standards.

* For example, the Standard Specification for Fibre Reinforced Polymer (FRP) Gratings Used in Marine Construction and Shipbuilding (ASTM F3059-14).

Note:

1. This UI is to be uniformly implemented by IACS Societies on ships the keels of which are laid or which are at a similar stage of construction from 1 January 2013.

2. Rev.1 of this UI is to be uniformly implemented by IACS Societies on ships contracted for construction on or after 1 January 2017.

3. The “contracted for construction” date means the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. For further details regarding the date of “contract for construction”, refer to IACS Procedural Requirement (PR) No. 29.

End of Document