

FTP4 Fire resistant windows on tankers (Appendix A.I to resolution A.754(18))

(Sep 2005)
(Rev.1
Aug 2006)
(Rev.2
Nov 2022)

Regulation

~~Paragraph 2.2 of Appendix A.I to resolution A.754(18) reads~~

Interpretation of 2010 FTP Code (MSC.307(88))

Annex 1, Part 3 – Test for “A”, “B” and “F” Class Divisions Appendix 2 - Testing of windows, fire dampers, pipe and duct penetrations and cable transits, Paragraph 2.2 reads as follows:

A.I Windows

2.2 Design

~~2.2.1 The bulkhead which includes the window should~~ shall be insulated to class "A-60" on the stiffened face, which ~~should~~ shall be the face exposed to the heating conditions of the test. This is considered to be most typical of the use of windows on board ships, ~~not necessarily being the worst way around.~~ There may be special applications of windows where the Administration considers it appropriate to test the window with the insulation of the bulkhead to the unexposed face of the structural core, such as the window on front bulkhead of the tanker, or within bulkheads other than class "A-60".

~~The window should be positioned within the bulkhead, shown in figure 1 of the resolution, at that height which is intended for practical application. When this is not known, the window should be positioned with the top of its frame as close as possible, but not closer than 300 mm, to the top of the bulkhead.~~

Interpretation

Windows to be fitted at the forward bulkhead of accommodation block on tankers shall correspond to prototype subject to the “A” class standard fire test with the fire against its external side (i.e. the side which, after the installation on board, will be exposed to the weather). The insulation of the bulkhead used along with the window’s specimen shall be fitted on the unexposed face of the structural core.

(MSC.1/Circ.1203)

Note:

1. This UI is editorially amended to refer to MSC.1/Circ.1203.
2. Rev.2 of FTP4 is to be uniformly implemented by IACS Societies for approvals granted on or after 1 July 2023.

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