

Subject :

Walkway and gangway on exposed deck to tankers (oil tankers, chemical tankers and gas carriers) bows

NKTECHNICAL INFORMATION

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To ship owners and ship yards concerned,

The amended '74 SOLAS Chapter II-1/Reg. 3-3 "Safe access to tanker bows" and Guidelines will enter into force on 1st July 1998. The regulation requires that tankers shall be provided with the means to enable the crew to gain safe access to the bow even in severe weather conditions. The guidelines requires that tankers shall be provided with a walkway on the deck or a permanently constructed gangway on or above the superstructure deck.

The SOLAS regulations applies new (constructed or at a similar stage of construction on or after 1st July 1998) and exiting (other than new) tankers (oil tankers, chemical tankers and gas carriers as defined in each SOLAS II-1/Reg. 2.12, VII/Reg. 8.2, and VII/Reg. 11.2). Exiting tankers shall be provided with at first scheduled dry-docking after 1st July 1998, but not later than 1st July 2001.

IACS Unified Interpretation (UI) arising from the SOLAS regulation is adopted. The UI will be applied by IACS members, unless instructed otherwise by the Flag Administration. The outlines of the UI is as follows, further details are to be referred to the attachment

New tankers

A permanent walkway or gangway to the bow on the exposed deck shall be provided, fitted with shelters and openings to and from the deck. Where the freeboard length is not more than 100 m, the width of walkway and gangway may be reduced to 0.6 m.

Existing tankers

Tankers shall be provided with the same arrangements as new tankers. Where an exiting arrangement is a permanent walkway or gangway, the arrangements fitted with shelters and openings may be accepted. Where a wire rope lifeline is provided, tankers shall be provided with a permanent walkway or gangway the same as new tankers

Attached : IACS Unified Interpretation LL50

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LL50 Protection of Crew (Load Line Convention Regulation 25(4), 26(2) and 27(7) and SOLAS II-1/3-3)

When applying Regulation 25(4), 26(2) and 27(7) of the ICLL 1966, as well as Regulation II-1/3-3 of SOLAS, the protection of crew should be provided at least one of the means denoted in the table given below:

Type of Ship	Locations of access in Ship	Assigned Summer Freeboard	Acceptable arrangements according to type of freeboard assigned :			
			Type A	Type B-100	Type B-60	Type B&B+
All Ships other than Oil Tankers*, Chemical Tankers* and Gas Carriers*	1.1 Access to Midship Quarters	≤ 3000 mm	a b e	a b e	a b c(1) e f(1)	a b c(1) c(2) c(4) d(1) d(2) d(3)
	1.1.1 Between poop and bridge, or		a b e	a b e	a b c(1) c(2) e f(1) f(2)	e f(1) f(2) f(4)
	1.1.2 Between poop and deckhouse containing living accommodation or navigating equipment, or both.	> 3000 mm	a b e	a b e	a b c(1) c(2) e f(1) f(2)	e f(1) f(2) f(4)
	1.2 Access to Ends	≤ 3000 mm	a b c(1) e f(1)	a b c(1) c(2) e f(1) f(2)	a b c(1) c(2) e f(1) f(2)	
	1.2.1 Between poop and bow (if there is no bridge),		a b c(1) d(1) e f(1)	a b c(1) c(2) d(1) d(2) e f(1) f(2)	a b c(1) c(2) d(1) d(2) e f(1) f(2)	
	1.2.2 Between bridge and bow. or 1.2.3 Between a deckhouse containing living accommodation or navigating equipment, or both, and bow, or 1.2.4 In the case of a flush deck vessel, between crew accommodation and the forward and after ends of ship.	> 3000 mm	a b c(1) d(1) e f(1)	a b c(1) c(2) d(1) d(2) e f(1) f(2)	a b c(1) c(2) d(1) d(2) e f(1) f(2) f(4)	

Oil Tankers*, Chemical Tankers* and Gas Carriers*	2.1 Access to Bow		
	2.1.1 Between poop and bow or 2.1.2 Between a deckhouse containing living accommodation or navigating equipment or both, and bow, or 2.1.3 In the case of a flush deck vessel, between crew accommodation and the forward and after ends of ship.	$\leq (Af + H_s)^{**}$	e f(1) f(5)
		$> (Af + H_s)^{**}$	e f(1) f(2)
	2.2 Access to After End		
	2.2.1 In the case of a flush deck vessel, between crew accommodation and the after end of ship.	as required in 1.2.4 for other types of ships	

* Oil Tankers, Chemical Tankers and Gas Carriers as defined in SOLAS II-1/2.12, VII/8.2 and VII/11.2 respectively.

** Af: the minimum summer freeboard calculated as type A ship regardless of the type freeboard actually assigned.

Hs: the standard height of superstructure as defined in ICLL Regulation 33.

For oil tanker, as defined in SOLAS II-1/2.12, chemical tankers as defined in SOLAS VII/8.2 or gas carriers as defined in SOLAS VII/11.2, constructed before 1st July 1998, existing arrangements which complied with (b) or (c) may be accepted in lieu of (e) or (f) provided such existing arrangements are fitted with shelters and means of access to and from the deck as required for the arrangements (e) or (f) as defined below.

For tankers less than 100 m in length, the minimum width of the gangway platform or deck level walkway fitted in accordance with arrangement (e) or (f), respectively, may be reduced to 0.6 m.

Acceptable arrangements referred to in the table are defined as follows:

- (a) A well lighted and ventilated under-deck passageway (clear opening 0.8 m wide, 2.0 m high) as close as practicable to the freeboard deck, connecting and providing access to the locations in question.
- (b) A permanent and efficiently constructed gangway fitted at or above level of the superstructure deck on or as near as practicable to the centre line of the ship, providing a continuous platform at least 0.6 m in width and a non-slip surface, with guard rails extending on each side throughout its length. Guard rails shall be at least 1 m high courses as required in Regulation 25(3), and supported by stanchions spaced not more than 1.5 m; a foot-stop shall be provided.
- (c) A permanent walkway at least 0.6 m in width fitted at freeboard deck level consisting of two rows of guard rails with stanchions spaced not more than 3 m. The number of courses of rails and their spacing are to be as required by Regulation 25(3). On Type B ships, hatchway coamings not less than 0.6 m in height may be regarded as forming one side of the walkway, provided that between the hatchways two rows of guard rails are fitted.
- (d) A 10 mm minimum diameter wire rope lifeline supported by stanchions about 10 m apart,
or
A single hand rail or wire rope attached to hatch coamings, continued and adequately supported between hatchways.
- (e) A permanent and efficiently constructed gangway fitted at or above the level of the superstructure deck on or as near as practicable to the centre line of the ship:
- located so as not to hinder easy access across the working areas of the deck;
 - providing a continuous platform at least 1.0 m in width;
 - constructed of fire resistant and non-slip material;
 - fitted with guard rails extending on each side throughout its length; guard rails should be at least 1.0 m high with courses as required by Regulation 25(3) and supported by stanchions spaced not more than 1.5 m;
 - provided with a foot stop on each side;
 - having openings, with ladders where appropriate, to and from the deck. Openings should not be more than 40 m apart;
 - having shelters of substantial construction set in way of the gangway at intervals not