

標 題：

タンカー（油タンカー、ケミカルタンカー及びガスキャリアー）の船首部への暴露甲板上の常設歩路

NKテクニカル インフォメーション

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関係船主・造船所各位

改正'74SOLAS Chapter II-1/Reg.3-3 “Safe access to tanker bows” 及び Guidelines が 1998 年 7 月 1 日より発効致します。SOLAS 規則では、荒天時においても船首部まで乗組員が安全に到達できるよう設備を要求されます。また、Guidelines では、当該設備の技術要件について定めており、この要件を満足することが要求されます。

本規定は、新造（1998 年 7 月 1 日以降にキール据え付け、或いは同様の建造段階）及び現存（新造以外）タンカー（SOLAS II-1/Reg. 2.12, VII/Reg. 8.2, VII/Reg. 11.2 に定義される油タンカー、ケミカルタンカー及びガスキャリアー）に対して適用されます。現存タンカーに対しては、1998 年 7 月 1 日以降に予定される最初の入渠時又は 2001 年 7 月 1 日のいずれか早い日までに当該歩路を設置しなければなりません。

この常設歩路の技術的要件に関して、IACS において統一解釈（添付）が作成されました。この統一解釈は船籍国政府による他の解釈がなされない場合において適用されるものです。以下にその概要をお知らせ致します。なお、詳細については添付の IACS 統一解釈を参照願います。

新造タンカー

暴露甲板上に船首部までにシェルター及び上甲板への出入り口がある常設歩路が要求される。船舶の乾舷長さ L_f が 100 m 以下の場合、歩路の幅は 0.6 m まで減じることができる。

現存タンカー

新造タンカーと同様な設備が要求される。ただし、現在の設備が甲板上での常設歩路の場合には、シェルター及び上甲板への出入り口の追加で認められる。従来からのワイヤーロープによる設備は認められず、新造タンカーと同様の常設歩路が新たに要求される。

添付：IACS 統一解釈 LL50*

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添付:

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) f(4)	
	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