Why breaking the 500 UMS barriers?

- We already reached the limit
- It’s the way that technology history is going (aeronautics, automotive, railway, etc...)
- It’s a new business lead for shipyards
- It’s a money saving for customers (less petrol and corrosion)

Siem car carrier
L= 200 m
4 decks in composite

Ocean Eagle
L= 43 m
238 nm with 1t of fuel

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Regulatory Framework

Classification societies’ rules

- BV: NR396, NR500, NR546, NR600, NI590, NI603, NI613
- LLOYDS: Rules and Regulations for the Classification of Special Service Craft
- RINA: RSE.06/E, RES.22/E, RES.23/E, RES.24/E, naval ships

International regulations

- SOLAS, Chapter II-2
- MSC/Circ. 1002 – Guidelines on alternative design and arrangement for fire safety
- MSC.1/Circ.1455 Guidelines for the approval of alternatives and equivalents as provided for in various IMO instruments
- MSC.1/Circ.1574 Interim guidelines for use of fibre reinforced plastic (FRP) elements within ship structures: Fire safety issues

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FibreShip Strategy

Common general basis:
• Structure
• Fire
• Production

Category I: Light Commercial Vessels
- Container Vessel
- RoRo vessel
- Car Carrier
- Multi-purpose
- Freezer Vessel
- LNG
- Wood Transportation

Category II: Passengers transportation & Leisure
- Representative ROPAX
- Ferries
- Passenger vessel
- Megayacht

Category III: Special Services
- Representative Fishing Research Vessel
- Fishing vessel
- Seismic Vessel
- Supply vessel
- Rescue vessel

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Breakout session 3 – Engineering

Development of performance criteria and project guidelines

- Based on:
  - Existing rules and regulations
  - Finite Element Analysis including thermo-mechanical computations
  - Model scale/full scale tests

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Breakout session 3 – Engineering

• Global and local loads effects
• Flexibility
• Joining technics: bonding, hybrid connections, ...
• Fatigue

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Breakout session 3 – Engineering

• Global and local loads effects
• Flexibility
• Joining technics: bonding, hybrid connections,...
• Fatigue

Design Definition

• Crashworthiness
• Slamming, whipping...
• ...

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Breakout session 3 – Engineering

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FIRE SAFETY ISSUES
Fire Safety Issues – Regulatory context

✓ Fire safety objectives (SOLAS Chap. II-2, Reg. 2):
  • Prevent the occurrence of fire and explosion
  • Reduce the risk to life caused by fire
  • Reduce the risk of damage caused by fire to the ship, its cargo and the environment
  • Contain, control and suppress fire and explosion in the compartment of origin
  • Provide adequate and readily accessible means of escape for passengers and crew

✓ Functional requirements
  • Division of the ship into main vertical and horizontal zones by thermal and structural boundaries
  • Separation of accommodation spaces from the remainder of the ship by thermal and structural boundaries
  • Restricted use of combustible materials
  • Containment and extinction of any fire in the space of origin
  • Protection of means of escape and access for fire fighting

✓ General statements available for SOLAS vessels and High Speed Crafts (HSCs – 2000 HSC Code)
Fire Safety Issues – Regulatory context

✔ However, SOLAS vessels and HSCs are not submitted to the same prescriptive requirements

✔ Compliance with SOLAS & Fire Test Procedures Code (2010) regarding fire safety:
  • SOLAS vessel: SOLAS Chap. II-2 & 2010 FTP Code, Annex 1, Section 3
  • HSC: SOLAS Chap. X & 2010 FTP Code, Annex 1, Section 11

✔ Common basis:
  • Non-combustible material is a material which neither burns nor gives flammable vapours in sufficient quantity for self-ignition when heated to approximately 750°C (according to 2010 FTP Code)
  • Combustible material is any material other than a non-combustible material
  • Steel or other equivalent material means any non-combustible material which, by itself or due to insulation provided, has structural and integrity properties equivalent to steel at the end of the applicable exposure to the standard fire tests (e.g. aluminium alloy with appropriate properties)
Fire Safety Issues – Regulatory context

✓ SOLAS vessel – SOLAS Chap. II-2 & 2010 FTP Code, Annex 1, Section 3

• Globally:
  ▪ Decks: A Class (A0, A15, A30 or A60)
  ▪ Bulkheads: A Class (A0, A15, A30 or A60) or B Class (B0 or B15) or C Class

<table>
<thead>
<tr>
<th>Fire Division Classification</th>
<th>Material requirement</th>
<th>Fire test duration</th>
<th>Flame tightness (for the whole duration of the test)</th>
<th>Smoke tightness (for the whole duration of the test)</th>
<th>Thermal insulation requirements</th>
<th>Load bearing structure</th>
<th>Specimen size</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>A0</td>
<td>60 min</td>
<td>Yes</td>
<td>Yes</td>
<td>Average temperature rise on the unexposed face: 140 °C</td>
<td>15 min</td>
<td>Bulkhead: 2.42 m x 2.48 m</td>
</tr>
<tr>
<td></td>
<td>A15</td>
<td></td>
<td></td>
<td></td>
<td>Maximum temperature rise on the unexposed face: 180 °C</td>
<td>30 min</td>
<td>Deck: 2.42 m x 3.02 m</td>
</tr>
<tr>
<td></td>
<td>A30</td>
<td></td>
<td></td>
<td></td>
<td>Temperature insulation successful up to: 60 min</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>A60</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>B0</td>
<td>30 min</td>
<td>Yes</td>
<td>No</td>
<td></td>
<td></td>
<td>Bulkhead: 2.44 m x 2.5 m</td>
</tr>
<tr>
<td></td>
<td>B15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Deck: 2.44 m x 3.04 m</td>
</tr>
</tbody>
</table>

• Class “C” class division:
  ▪ No requirement relative to passage of fumes and flames
  ▪ No requirement relative to temperature rise
  ▪ Always of non-combustible materials
Fire Safety Issues – Regulatory context

✓ HSC – SOLAS Chap. X & 2010 FTP Code, Annex 1, Section 11

- Introduction fire-resisting divisions (FRD) and fire-restricting material
- **FRD** are divisions formed by bulkheads and decks which comply with the following:
  - Constructed of non-combustible or fire-restricting materials which by insulation or inherent fire-resisting properties satisfy the requirements:
    - Suitably stiffened
    - A test of a prototype bulkhead or deck in accordance with the 2010 FTP Code (cf. below)
  - Constructed as to be capable of preventing the passage of smoke and flame up to the end of the appropriate fire protection time
  - Where required they shall maintain load-carrying capabilities up to the end of the appropriate fire protection time
  - Shall have thermal properties (cf. table below)

<table>
<thead>
<tr>
<th>Fire Division Classification</th>
<th>Material requirement</th>
<th>Fire test duration</th>
<th>Flame tightness (for the whole duration of the test)</th>
<th>Smoke tightness (for the whole duration of the test)</th>
<th>Thermal insulation requirements</th>
<th>Load bearing structure</th>
<th>Specimen size</th>
</tr>
</thead>
<tbody>
<tr>
<td>FRD</td>
<td>Fire restricting or non-combustible material</td>
<td>30 min, 60 min</td>
<td>Yes, Yes</td>
<td>140 °C, 180 °C</td>
<td>30 min, 60 min</td>
<td>Bulkhead: 7 kN/m of width, Deck: 3.5 kN/m² of area</td>
<td>Bulkhead: 2.44 m x 2.5 m, Deck: 2.44 m x 3.04 m</td>
</tr>
</tbody>
</table>
Fire Safety Issues – Regulatory context

- **HSC – SOLAS Chap. X & 2010 FTP Code, Annex 1, Section 11**

  - *Fire restricting material*: material that shall comply with 2010 FTP Code, Annex 1, Part 10
  
  - Different test procedures and criteria for:
    - Surface materials on bulkheads, wall and ceiling lining, including their supporting structure
    - Materials used for furniture and other components
  
  - Examples of criteria:
    - Time to ignition
    - Maximum 30-second sliding average heat release rate
    - Flame spread
    - Smoke production rate
    - Etc.
Fire Safety Issues – FibreShip: moving forward on fire safety

 ✓ Selected materials themselves can not satisfy the actual regulatory context

 ✓ What we need to move forward: a new methodology

 - Develop a design for each vessel

 - Identify the new risks raised by the use of FRP on-board such vessels

 - Consider a fire safety engineering approach to develop new performance criteria for FRP materials to prove that SOLAS fire safety objectives and functional requirements can be met
Fire Safety Issues – Development of new performance criteria

✓ What should be assessed?

• Probability of ignition
• Fire growth potential
• Potential generation of smoke and toxic products
• Containment of fire
• Firefighting
• Structural integrity

✓ In accordance with MSC.1/Circ. 1574

1. The Maritime Safety Committee, at its sixty-eighth session (1 to 15 June 2017), having considered a proposal by the Sub-Committee on Ship Design and Construction at its fourth session, approved the interim guidelines for use of Fibre Reinforced Plastic (FRP) elements within ship structures. Fire safety issues, as set out in the annex.

2. The annexed interim guidelines should be used as a supplement to the guidelines for the approval of alternatives and equivalents as provided for in various IMO Instruments (MSC.1/Circ.145) and the Guidelines on alternative design and arrangements for fire safety (MSC.1/Circ.102/2, amended by MSC.1/Circ.150) when approving FRP elements within ship structures.

3. Member States are invited to apply the annexed interim guidelines when approving alternative designs and arrangements for FRP elements in ship structures in accordance with SOLAS regulations II-2/17 (Alternative design and arrangements). The interim guidelines are intended to ensure that a consistent approach is taken with regard to standards of fire safety of ships making use of FRP elements in their structures and that the level of fire safety attained by the provisions of SOLAS chapter II-2 is maintained.

4. These guidelines have been issued as “interim guidelines” in order to gain experience in their use. They should be reviewed four years after their approval in order to make any necessary amendments based on experience gained.

5. In the meantime, Member States and international organizations are invited to submit information, observations, comments and recommendations based on the practical experience gained through the application of these interim guidelines to the Sub-Committee on Ship Design and Construction under the agenda item "Any other business".

6. Member States are invited to bring the annexed interim guidelines to the attention of all parties concerned.
Fire Safety Issues – Development of new performance criteria

☑ Examples

• New standards for fire resistance test procedures
• New acceptance criteria for fire resistance tests
• New standards for fire protection effectiveness
• New life safety performance criteria
• New standards for fire detection and firefighting
• ...

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Discussion

Structure & Fire