PART 8

DECKHOUSES AND SUPERSTRUCTURES

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Section 8.1 – Deckhouses and superstructures

8.1.1 In open decked vessels where a raised poop, engine box or casing is fitted over an engine space, it may be constructed of GRP, timber, steel, or aluminium.

8.1.2 On decked vessels where the wheelhouse and deckhouse is constructed of steel or aluminium, the thickness of the superstructure plating and stiffening is to be as per the requirements of Table 4.18.16.

8.1.3 The joints of aluminium superstructures to steel structures are to be made by means of continuously welded bi-metallic strip, or by bolting as detailed in Part 4, Paragraph 4.1.20.

8.1.4 Where the superstructure is of timber, it is to be planked with approved timber or marine grade plywood panels with substantial framing. The top is to be sheathed with glass cloth and resin, or other recognised method of weathertight sealing.

8.1.5 Where the superstructure is of GRP, the laminate and scantlings are to be as required by Table 6.11.10. Special consideration will be given to laminate weight where it is proposed to omit stiffeners. Where the structure is not moulded as a complete unit, and in deckhouses of composite construction, the connection method details are to be submitted for approval.

8.1.6 Safe access by means of steps, ladders and hand holds/rails is to be provided to wheelhouses and deckhouse top areas which are to have a non-slip finish.

8.1.7 Where openings to spaces below the main deck are contained within a superstructure, the superstructure is to be constructed weathertight, unless such openings are fitted with weathertight closures.

8.1.8 Windows and portlights are to comply with the requirements of Part 3 ‘Hull Integrity and Arrangement’.

Section 8.2 - Shelter decks

8.2.1 On vessels fitted with steel or aluminium weathertight, non-weathertight, or partial shelter decks above the main or freeboard deck, the shelter deck plating sides, and associated stiffeners, are to be determined from Tables 4.18.15 to 4.18.18.

8.2.2 The shelter height is to be sufficient to provide adequate headroom but must not obscure all round vision from the steering/navigation position.

8.2.3 Full shelters are defined as those structures whose length extends from the stem to the stern and whose width extends across the breadth of the vessel, rail to rail.

8.2.4 The joints of aluminium superstructures to steel structures are to be made by means of continuously welded bi-metallic strip, or by bolting as detailed in Part 4, Paragraph 4.1.20.

8.2.5 Where the shelter is to be included in the vessel's intact stability, it is to be constructed weathertight (WT) as an enclosed superstructure, fitted with approved weathertight doors, hatches, and a means of draining the enclosed deck space. Such drains are to incorporate suitable non-return arrangements if draining directly overboard.

8.2.6 Non-weathertight (NWT) shelters (which may extend full breadth over part or the whole of a vessel's length) are to be fitted with freeing ports as defined in Section 3.9, and may be left open at either end. It is recommended that closing doors be fitted in way of openings.

8.2.7 Decks and shelter tops in way of masts, derricks, machinery and other areas of additional deck loading, are to be strengthened with web frames or deep beams and pillars to the approval of the Surveyor.

8.2.8 Pillars are to be fitted such that the unsupported span of the shelter deck girder does not exceed 3m. Pillars or equivalent support is to be fitted in way of other areas subjected to additional loading.

8.2.9 Rails and stanchions should be fitted to the tops of shelters and in way of all loading hatches. The top rail is to be 1m above the deck, with the lower rail not more than 230mm above the deck, and mid rail equally spaced between upper and lower rail.

8.2.10 Gutting hatches or ports, and offal chutes fitted in weathertight shelter sides are to be fitted with a means of closing weathertight (WT).

8.2.11 The shelter top is to have a non-slip surface.

8.2.12 In the case of vessels fitted with an enclosed shelter, an additional access from within to the shelter top should be fitted to facilitate escape in an emergency.

