

CONFIRMED
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Specification for

Welded steel bollards —

Part 1: Vertical type

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Foreword

This Part of this British Standard has been prepared under the direction of the Shipbuilding and Marine Standards Committee, based upon a proposal from the British Ship Research Association and supersedes BS MA 12:1972 which is now withdrawn. The standard consists of two Parts.

Part 1 specifies requirements for welded steel bollards (vertical type) formerly specified in BS MA 12:1972 but with the addition of three other nominal sizes (100, 710 and 800), and the technical and dimensional requirements aligned with ISO 3913:1977 “*Shipbuilding — Welded steel bollards*”, published by the International Organization for Standardization (ISO), as far as is practicable for the UK.

ISO 3913 specifies the material used for construction as weldable quality steel having a minimum tensile strength of 360 N/mm² or 410 N/mm². Weldable structural steels of these strengths are not readily available in the UK, consequently the minimum tensile strength of the steel specified in this standard is 430 N/mm².

Part 2 specifies requirements for a new range of welded steel bollards of cruciform type, intended for use on board ship in situations where the type of bollard specified in Part 1 is unsuitable because of variations in rope lead angles or where the bollard cannot be used in conjunction with an adjacent closed fairlead.

The nominal sizes and dimensions given in Part 2 are in alignment with Part 1, and thus ISO 3913. The bollards specified in ISO 3913:Addendum 1:1980 “*Bollards for inland navigation vessels*”, have not been adopted for Part 2 of the standard because of the differences in basic dimensions from those of ISO 3913.

The range of sizes includes two sizes of single-bitt bollard recommended by the Oil Companies International Marine Forum (OCIMF) for use at tanker manifold positions. Details are given in Table 1 of Part 2.

The basis for design of bollards complying with either Part of this standard is the single rope maximum loading basis given in an appendix to ISO 3913, and reproduced in Appendix A of this Part.

NOTE Users of this British Standard should note that while observing the requirements of the standard, they should at the same time ensure compliance with such statutory requirements, rules and regulations as may be applicable to the individual ship concerned.

A British Standard does not purport to include all the necessary provisions of a contract. Users of British Standards are responsible for their correct application.

Compliance with a British Standard does not of itself confer immunity from legal obligations.

Summary of pages

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This standard has been updated (see copyright date) and may have had amendments incorporated. This will be indicated in the amendment table on the inside front cover.