

GENERAL SPECIFICATION

STRUCTURAL

GS EP STR 105

Boat landings and bumpers

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1. Scope

This General Specification applies to the boat-landings and bumpers installed on offshore structures.

It must be used in conjunction with General Specification **GS EP STR 101** and with the documents referred to therein.

The purpose of this specification is to establish all requirements for boat-landings and bumpers.

2. Reference documents

The reference documents listed below form an integral part of this General Specification.

External Documents

Unless otherwise stipulated, the applicable version of these documents, including relevant appendices and supplements, is the latest revision published at the effective date of this document.

Reference	Title
API RP 2A-WSD	Planning, Designing, and Constructing Fixed Offshore Platforms-Working Stress Design

Total General Specifications

Unless otherwise stipulated, the applicable version of these documents, including relevant appendices and supplements, is the latest revision published in the applicable yearly collection.

Reference	Title
GS EP SAF 351	Escape, evacuation and rescue from fixed installations
GS EP STR 101	Design of offshore jacket and subsea structures
GS EP STR 301	Fabrication of offshore steel structures
GS EP STR 901	Design rules and construction standards for ancillary structures of offshore installations

3. Definitions

3.1 Boat-landing

The boat-landing serves for the drawing alongside and moving of supply ships under specified conditions so as to allow for the transfer of Equipment and, exceptionally, the embarkation and disembarkation of personnel.

It is in all cases regarded as an emergency exit.

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3.2 Bumpers

These serve to protect the most exposed portions of the platform (legs, risers, etc.) from accidental collisions with ships.

3.3 Geographical zone

The diversity of problems encountered has led to the drawing of a distinction between two geographical zones:

3.3.1 Definitions

First Zone: Geographical zones where the meteorological conditions are generally unsuitable for the mooring of ships (e.g. the North Sea).

Second Zone: Geographical zones where mooring is possible (e.g. the Gulf of Guinea, the Arabian Gulf).

3.3.2 Delimitation of zones

Geographical Zones	Typical Sites
First Zone: Sea where mooring is impossible	• North Sea • Baltic Sea • Irish Sea
Second Zone: Sea where mooring is possible	• Gulf of Guinea • Arabian (Persian) Gulf • Indonesia • Red Sea • Mediterranean

3.3.3 Arrangements provided

3.3.3.1 Sea where mooring is impossible

In the first zone, platforms have a system of simple fenders protecting all exposed parts: legs, risers.

In this zone, platforms shall never have boat-landing. Normal access to the platform is by helicopter and Equipment is loaded by air, with the ship standing off.

3.3.3.2 Sea where mooring is possible

In the second zone, platforms whose operating conditions require it, must have, in addition to a system of bumpers, one or more boat-landings.