

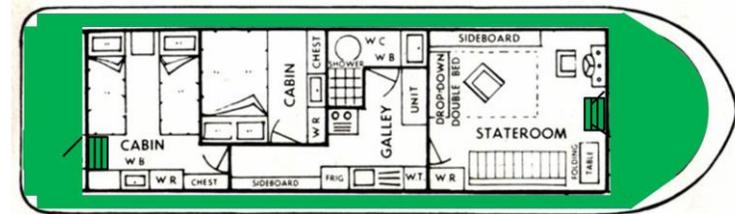
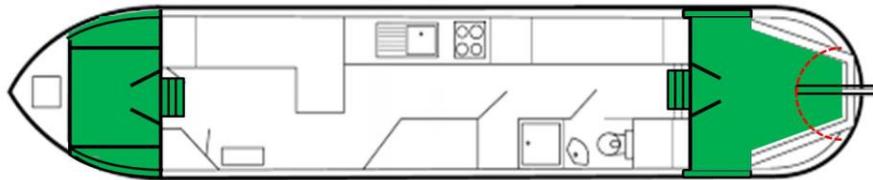
Some additional information concerning the new BSS hire boat requirement for all designated external Crew Areas, companionway steps, and boarding planks to be provided with suitable slip-resistant surfaces?

v1 Dec 2016



The BSS requirement for suitable slip-resistant surfaces applies only to those external Crew Areas, as designated by the hire boat operator, plus all companionway steps, and boarding planks.

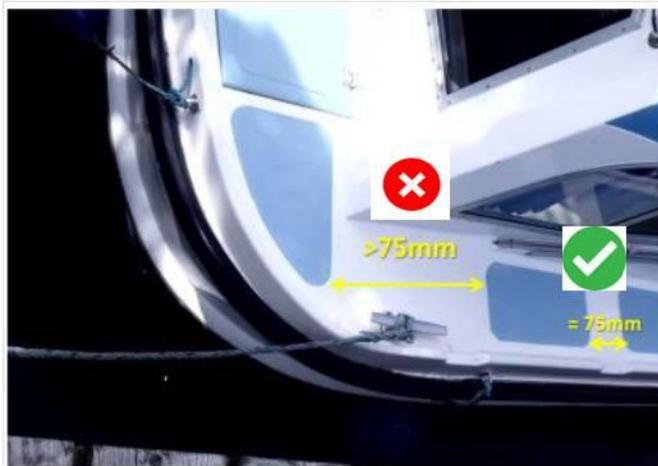
It is recommended that hire operators include as Crew Areas, all areas on the exterior of the boat where hirers are permitted to walk and/or stand.



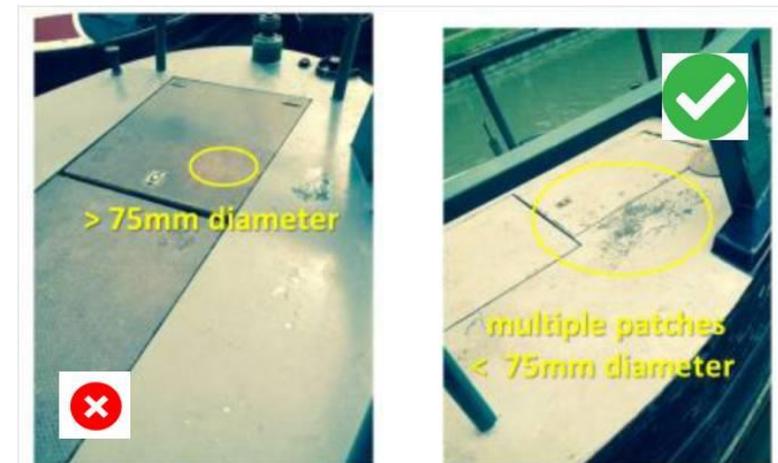
It is essential to avoid gaps in suitable slip-resistant surfaces

Gaps can be caused by a) a break in the continuity of the slip resistant surface (see example 1 below); b) degradation of the existing surface through wear or damage (see example 2 below) or c) contamination of the existing surface; examples include fuel, oil, grease, anti-freeze solution, sewage, toilet tank additives etc and organic growth over the winter period.

Any gaps must not be greater than 75mm (for non-glazed areas)



Example 1



Example 2

There is no requirement for suitable slip-resistant surfaces to extend to the outer edges of individual external Crew Areas, boarding planks or companionway steps, but hire operators are recommended to determine through risk assessment where to terminate suitable slip-resistant surfaces, particularly in regard to step and deck edges

Suitable slip-resistant surfaces on 'companionway steps' need not be continuous, but there must be no gaps greater than 75 mm on the leading edge of each step. The leading edge extends from the front edge half-way towards the back edge of each step.



Any gaps must not be greater than 500 mm for glazed areas (e.g. deck hatch)

It is recommended to follow the hatch maker's recommendations for suitable slip-resistant coverings.

Any loose coverings in place to provide a suitable slip-resistant surface, such as rubber mats or gratings must not be capable of unintended movement.

Such coverings must be held in place by fixings or by the layout of adjacent boat structures.

All types of slip-resistant surfaces found on hire boats during an extensive review were considered acceptable.

The information below covers the surfaces assessed during an extensive review carried out by the BSS. Note that embossed metal plate must be covered by a slip-resistant coating.

When selecting slip-resistant surfaces it is recommended to choose on the basis of their longevity and slip resistant performance, as indicated by the manufacturer.

It is essential to remove contamination from slip-resistant surfaces

Contamination of slip-resistant surfaces can significantly degrade the effectiveness of the slip-resistant surfaces.

It is recommended that as part of hire boat turn-round routines the opportunity is taken prior to the hire to inspect and if necessary remove any contaminants from slip-resistant surfaces, such as mud, fuel, oil, grease, anti-freeze solution, sewage, toilet tank additives etc.

It is also recommended to introduce a calendar-based schedule of deeper cleaning (as recommended by the slip-resistant material/coating manufacturers), to avoid any 'layering' of contaminants.

Note that at the time of BSS Examinations, Examiners will need to examine the slip-resistant surfaces free of contamination such as mud, ice or snow.

Slip resistant surface type

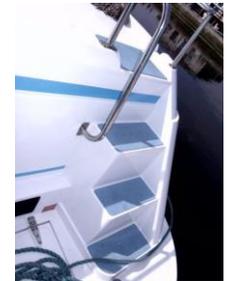
Man-made boards with phenolic coatings (WISA, BUFFALO etc)



Description

Gaps to the extent that the phenolic coating is missing and where the plywood substrate is exposed can be visually assessed by reference to changes in the reflectivity of the surface under normal light conditions. Under both wet and dry conditions, gap areas appear dull when compared to the surrounding material (helm position circled the image). When contaminated, subtle changes of surface colouration are evident and vary by degree dependent upon the contaminant in place (arrowed in the image). Regardless of whether the board surface is eroded (partially or completely) or contaminated, the Examiner will establish (by measurement) that the extent of the gap does not exceed the 75mm break in continuity of the slip-resistant material/finish.

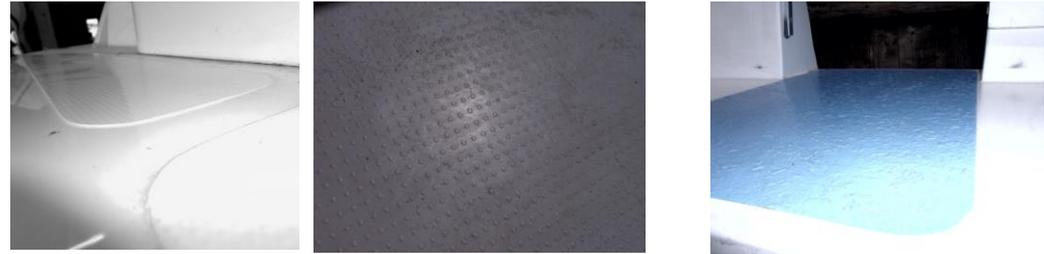
Polymer-bonded embossed / plain sheeting (TREADMASTER)



Whilst the likelihood of encountering gaps caused by wear in polymer-bonded embossed/plain sheeting surfaces is highly unlikely, it is possible that surface could sustain impact damage.

The Examiner will establish (by measurement) that the extent of the gap does not exceed the 75mm break in continuity of the slip-resistant material/finish.

Integral (moulded) FRP slip resistant surfaces



Whilst the likelihood of encountering gaps caused by wear in moulded FRP surfaces is highly unlikely. The Examiner will establish (by measurement) that the extent of the gap does not exceed the 75mm break in continuity of the slip-resistant material/finish.

Proprietary slip-resistant paints (with suspended aggregate or natural/synthetic beads) and proprietary paint additives (aggregates, natural / synthetic beads)



Gaps in the slip-resistant surface include those where the underlying finish (primers & undercoats) are exposed or provides visibility of the basic hull/superstructure material (steel, aluminium, GRP or wood). An example of coating wear exposing underlying primer is depicted in the image.

The Examiner will establish (by measurement) that the extent of the gap does not exceed the 75mm break in continuity of the slip-resistant material/finish.

Adhesive tapes (bonded natural aggregate / synthetic bead)



Following risk assessment, some operators may elect to enhance the slip-resistant properties of rounded edges (particularly on GRP craft). Where gaps exist, the Examiner will establish (by measurement) that the break in continuity of the slip-resistant material/finish does not exceed 75mm.

Embossed metal plate



In the event embossed steel or alloy plate is found this will need to be covered with a slip-resistant coating, in view of:

- a) BSS Technical Committee members' consensus views about its unsuitability as a slip-resistant surface
- b) the consultant's testing results that indicated relatively poor slip-resistance qualities in certain orientations and weather conditions and
- c) the lack of published data to verify the slip-resistant properties of embossed metal plate