

Flooring in ships and trains

# Floors for **sai**

*Tough demands are made in flooring in maritime locations:*

**Jaymart** says its Prialpas rubber flooring is eco friendly, high performance, inexpensive to install and maintain, and comes in different colours and finishes. The range is described as durable, slip-resistant, electrical resistant and suitable for areas with intense levels of either pedestrian or rolling traffic where noise reduction and comfort are required.

Prialpas products are available in standard format and also in Priamare compound in accordance with IMO MSC 61(67) Annex 1 Part 2 (smoke density and gas analysis) and IMO Res A653 (16) (surface flammability): Central super quality round studded pastille tiles; Confort Hammer one-coloured hammerblow structure tiles; Confort Hammer Grain; hammerblow surface tiles with terrazzo granule effect; Micropoint Uni one-coloured rolls; Micropoint multi-coloured terrazzo effect smooth leathergrain textured rolls; and Micropoint Plus multi-pastel coloured flecked terrazzo effect rolls

Jaymart's Plaza heavy-duty, textured, slip-resistant vinyl floorings is also IMO tested.



**nora rubber flooring in a coach of the China Tibetan railway**



**Polyflor has introduced Voyager MarineSafe flooring**

Plaza Safe-T-Decor comes in five surface finishes with rolls of 15m x 2m x 2.2mm thick. It has a high anti-slip rating of R12, is polyurethane reinforced for strength, constructed homogeneously for durability and with no-wax no-polish maintenance.

Also available is Plaza Safe-T-Floor 2mm thick in three finishes with silicon carbide granules for hardness. It is said to be fungi and bacteria resistant. Safe-T-Wood 2mm vinyl sheet has a textured surface in seven wood finishes.

[www.jaymart.co.uk](http://www.jaymart.co.uk)

**nora** rubber floorcoverings were installed in each coach in the 2,000km China Tibetan railway, which operates in altitudes of over 4,000m. Described as the largest railway project of the 21st century hitherto, it carried 6.5m passengers

in the first 18 months.

The coach builder Bombardier Sifang Power Transportation specified nora rubber flooring, which had been proven on other railway and tram projects, meeting high fire protection requirements, while offering durability and abrasion resistance.

Over 500km of the line were built on permafrost. Three locomotives pull 16 special coaches each – comprising seat, couchette, and sleeper area – accommodating a total of 930 passengers. [www.nora.com](http://www.nora.com)

**Polyflor** Voyager Transport division has expanded its range of marine sector floorcoverings with heavy duty MarineSafe sheet vinyl safety flooring.

Available in four colourways, the product is designed for areas which

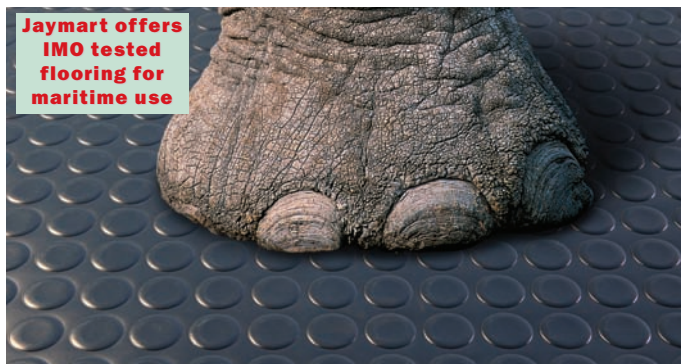
are normally dry but where occasional liquid spillage can threaten underfoot safety – including stairways, control stations, staff quarters, back of house corridors, circulation areas, service areas, washrooms and toilets, bar serveries, food preparation areas, kitchens and canteens.

New Voyager MarineSafe reportedly fully meets Marine Equipment Directive 96/98 EC and adheres to Health and Safety Executive guidelines.

The new range complements Voyager decorative wood, stone and design effect luxury vinyl tiles and the decorative, low maintenance heavy duty sheet vinyl portfolio and studded rubber tiles used in crew quarters and other back of house areas. **CFJ**

[www.voyager.polyflor.com](http://www.voyager.polyflor.com)

**Jaymart offers IMO tested flooring for maritime use**



**BUYERS' GUIDE**

For further information on any of the products mentioned, contact the suppliers directly. And please remember to tell them that you read about their companies in **CFJ**:

Jaymart	01373 864926
Nora	01455 200500
Polyflor	0161 767 1111
Warrington	01925 655116

## Fire code revised to ensure tests are ship-shape



**Janet Murrell, of Warrington Certification, explains how revisions to the FTP Code will impact on the marine industry and the manufacturers who supply it, including the set time limit on the validity of test reports and changes to the test methods:**

WORK to revise the FTP Code began in 2006. The finished document is expected to be implemented next year and come into force by 2012. This has been a major exercise to ensure robust and up-to-date test methods,

giving clear guidance to product manufacturers supplying the marine industry and to fire testing laboratories. It has taken time to ensure the revised Code is correct as IMO has no easy facility for issuing amendments.

The FTP Code sets international requirements for laboratory testing and type approval by detailing test procedures for:

- Non combustibility;
- Smoke and toxicity;
- Surface flammability;
- Vertically supported textiles and films;
- Upholstered furniture; and
- Bedding components.

There are several changes to how

laboratories carry out tests. Notable changes include using FTIR analysis for toxicity of lining materials such as floorcoverings and wallcoverings and using an impinging pilot flame in the surface flammability test.

Revisions in the FTP Code stipulate that no test evidence can be any more than 15 years old for type approvals on all products (structural and decorative). This means that 'old' test data is no longer sufficient and that more testing is required. **CFJ**

Janet Murrell is technical manager at Warrington Certification, part of Exova Warringtonfire. She is an expert in the marine sector and has been participating in the group tasked with rewriting the Fire Test Procedures (FTP) Code within the International Maritime Organisation (IMO), the organisation that determines international fire safety requirements for products on board ship.

Exova Warringtonfire was involved in the revision of the FTP Code in its capacity as fire safety advisors to the Maritime Coastguard Agency. The company is a Marine Notified Body and an IMO test laboratory.

**Cruise ship on fire**



**Flammability testing**

