

EC TYPE EXAMINATION (MODULE B) CERTIFICATE No. MED076017CS

This is to certify that RINA Services S.p.A. did undertake the relevant type approval procedures for the equipment identified below, which was found to be in compliance with the Fire Protection requirements of Marine Equipment Directive (MED) 2014/90/EU, including the requirements and testing standards of (EU) 2017/306.

MED Item N° USCG Category N° Description Type Applicant

Testing standards

Reference standards

MED/3.11a

164.107 'A' and 'B' Class divisions fire integrity: (a) 'A' Class divisions ULTIMATE Aluminium Bulkhead A-30 restricted

SAINT-GOBAIN ISOVER G+H AG

BURGERMEISTER GRUNZWEIG STRASSE 1 67059 LUDWIGSHAFEN GERMANY IMO Res. MSC.307(88)-(2010 FTP Code) - IMO MSC.1/Circ. 1435 Chap. II-2 of SOLAS 74 Convention, as amended, RINA Rules for the certification of Marine Equipment

Issued in Genoa on

March 27, 2017

This Certificate is valid until March 27, 2022

This Certificate consists of this sheet plus an attachment



Massimo Dinale RINA Services S.p.A.



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Manufacturer SAINT-GOBAIN ISOVER G+H AG, PLANT LUBZ

Place of Manufacturer INDUSTRIESTRASSE 11 19386 LUBZ GERMANY

Product description

Bulkhead made of aluminium plate 6 mm thick, insulated, on stiffened side, with two layers of mineral wool panels, density 66 kg/m³ and thickness 30 mm, named ULTIMATE UMPN 66/30 (in alternative, mineral wool types UMPX 66, UMPV 66, UMPA 66, UMPG 66-120, UMPG 66-220, UMPG 66-420, U Marine Wired Mat 66 Alu 1, U Marine Wired Mat 66 N, U Marine Wired Mat 66 V 1 may also be used). Four layers of the same insulating material are fitted below the stifffeners which are covered, all around, by one or two layers. The mineral wool panels are secured to the bulkhead plate and to the stiffeners by means of steel pins and washers welded with pitch of 150, 300 and 400 mm.

Field of application

Fire resistant A-30 Class load bearing bulkhead for restricted application.

Reference documents

Saint-Gobain Isover drawings Nos. AL.BH-A30 RESTR-66/30/1 and AL.BH-A30 RESTR-66/30/2 dated 12 September 2006 approved on 28 March 2007 respectively with endorsement No. LAB-367 and No. LAB-366.

Tests carried out

Test as per RINA Test Laboratory report No. 2006CS01651/1 issued on 15 March 2006 according to IMO Res. A.754(18).



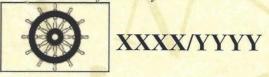
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The mark of conformity may only be affixed to the above type approved equipment and a Manufacturer's Declaration of Conformity issued when the production control phase module (D, E or F) of Annex II of the Directive is fully complied with a written inspection agreement with a

Notified Body



"WHEELMARK FORMAT"

XXXX Notified Body number undertaking surveillance module YYYY The year in which the mark is affixed

USCG Approval

This product has been assigned a U.S. Coast Guard module B number (*USCG number:* **164.107/EC0474**) to note type approval to Module B only as it pertains to obtaining U.S. Coast Guard approval as allowed by the "Agreement between the European Community and the United States of America on Mutual Recognition of Certificates of Conformity for Marine Equipment" signed February 27th, 2004.

The manufacturer is allowed to affix the U.S. Coast Guard approval number to the above equipment subject to the authorization of the Notified Body undertaking the surveillance module.

General conditions for the approval

a) The initial conditions verified by RINA at the time of the approval are to be maintained

b) Any changes to the initial conditions are to be promptly communicated to RINA, which reserves the right to repeat the relevant assessment

c) This certificate will no be valid if the manufacturer makes any changes or modifications to the approved equipment, which have not been notified to, and agreed with RINA

d) RINA personnel are to be allowed to witness during the performances of activities, upon their request

e) The activities are to be carried out in compliance with the RINA Rules and/or other applicable Rules

f) Should the specified regulations or standards be amended during the validity of this certificate, the product is to be reapproved prior to it being placed on board vessels to which the amended regulations or standards apply.



Massimo Dinale

