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Large yachts — Weathertight doors — Strength and weathertightness requirements

Grands yachts — Portes étanches aux intempéries — Exigences de résistance et d'étanchéité aux intempéries

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Foreword

ISO (the International Organization for Standardization) is a worldwide federation of national standards bodies (ISO member bodies). The work of preparing International Standards is normally carried out through ISO technical committees. Each member body interested in a subject for which a technical committee has been established has the right to be represented on that committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work. ISO collaborates closely with the International Electrotechnical Commission (IEC) on all matters of electrotechnical standardization.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

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For an explanation on the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the WTO principles in the Technical Barriers to Trade (TBT), see the following URL: Foreword — Supplementary information.

The committee responsible for this document is ISO/TC 8, *Ships and marine technology*, Subcommittee SC 12, *Large yachts*.

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Large yachts — Weathertight doors — Strength and weathertightness requirements

1 Scope

This International Standard specifies technical requirements for weathertight hinged, sliding, and pantograph doors for manual and powered operation providing access to accommodation and service areas on large yachts, taking into account the location of the appliance.

This International Standard only considers design loads applied to the door and transmitted into the frame and the adjacent structure. Loads imparted from the yacht's structure into the door or in its associated frame are not considered in this International Standard.

Unframed glazed doors are outside the scope of this International Standard.

Forward facing multi-leaf doors on the weather deck are outside the scope of this International Standard.

Large yachts are of *L* greater than or equal to 24 m, in use for sport or pleasure and commercial operations.

The appliances considered in this International Standard are primarily those that are intended to achieve weathertightness as required by International Convention on Load Lines 1966 as amended by the Protocol of 1988 (ICLL), (i.e. those fitted in position 1 and position 2) as defined in this regulation.

NOTE This International Standard is based on the experience of ship door, window, and glass manufacturers, shipbuilders, and authorities who apply to ships the regulations of the ICLL, noting the provisions of Article 8 "equivalents", as agreed by the appropriate marine administration

2 Normative references

The following documents, in whole or in part, are normatively referenced in this document and are indispensable for its application. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.

ISO 6345, *Shipbuilding and marine structures — Windows and side scuttles — Vocabulary*

ISO 11336-1:2012, *Large yachts — Strength, weathertightness and watertightness of glazed openings — Part 1: Design criteria, materials, framing and testing of independent glazed openings*

3 Terms and definitions

For the purposes of this document, the terms and definitions given in ISO 6345, ISO 11336-1, and the following apply.

3.1
certifying authority
flag administration or the organization delegated by the flag administration

3.2
door
closing appliance for an access opening in a vertical plane

Note 1 to entry: This is an assembly consisting of one or more opening leaves and a frame that is permanently secured to the yacht's structure.

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