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Shipbuilding — Ordinary rectangular windows — Positioning

Construction navale — Fenêtres rectangulaires de type courant — Positionnement

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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.

Draft International Standards adopted by the technical committees are circulated to the member bodies for approval before their acceptance as International Standards by the ISO Council. They are approved in accordance with ISO procedures requiring at least 75 % approval by the member bodies voting.

International Standard ISO 5779 was prepared by Technical Committee ISO/TC 8, *Shipbuilding and marine structures*, in collaboration with representatives of the International Association of Classification Societies (IACS).

Users should note that all International Standards undergo revision from time to time and that any reference made herein to any other International Standard implies its latest edition, unless otherwise stated.

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Shipbuilding — Ordinary rectangular windows — Positioning

1 Scope and field of application

This International Standard specifies the allowable positioning of ordinary rectangular windows to ISO 3903, applicable for passenger and cargo ships intended for international voyages.

Annexes A and B form integral parts of this International Standard. Annex A gives a formula for calculation of design pressure; annex B is based on the calculation method for design pressure, but presents simplified graphs for positioning of rectangular windows.

2 References

ISO 3903, *Shipbuilding — Ships' ordinary rectangular windows*.

International convention on load lines, 1966 (LL 1966), International Maritime Organization (IMO).

Requirement S3, *Strength of end bulkheads of superstructures and deckhouses*, International Association of Classification Societies (IACS).

3 Conditions for positioning

3.1 General

The positioning of rectangular windows shall be determined according to the rules and regulations of international conventions and codes, national authorities and classification societies.

3.2 Positioning

The position of a rectangular window on a ship depends on

- a) the position of the rectangular window relative to the length, L , of the ship and the height, y , of its sill¹⁾ above

the summer load line, S (see graphs Nos. 1 to 4 in annex B). Where timber load lines are assigned, the height shall be measured from the summer timber load line to the sill of the window;

b) the nature and the orientation of the wall of the superstructures and deckhouses in which it is fitted, namely:

- fronts,
- sides,
- aft ends.

3.3 Window position limitations

For positions where rectangular windows shall not be installed, see 3.3.1 and 3.3.2.

3.3.1 No rectangular window shall be installed below the freeboard deck or in the first tier of superstructures or in the first tier of deckhouses the sides of which are within 1,2 m of the ship's side.

3.3.2 No windows shall be fitted between the position as defined in 3.3.1 and the lower part of the curve derived from graph No. 1 (see annex B).

3.4 Shutters

3.4.1 In first-tier deckhouses which give access to spaces below the freeboard deck, every rectangular window shall be provided with a permanently attached shutter.

3.4.2 Every rectangular window in spaces in the second tier which give direct access to closed first-tier superstructures or to spaces below the freeboard deck shall be protected by a permanently attached shutter.

1) Sill is defined as the lower end of the glass opening.