International Standard 7825

INTERNATIONAL ORGANIZATION FOR STANDARDIZATION•МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ•ORGANISATION INTERNATIONALE DE NORMALISATION

Shipbuilding — Deck machinery — General requirements

Construction navale — Auxiliaires de pont — Prescriptions générales

First edition — 1985-04-15

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UDC 629.12.014/.015 **Ref. No. ISO 7825-1985 (E)**

Descriptors : shipbuilding, decks, machinery, machine components, specifications, safety requirements.

Price based on 2 pages

Foreword

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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 7825 was prepared by Technical Committee ISO/TC 8, *Shipbuilding and marine structures.*

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Printed in Switzerland

Shipbuilding — Deck machinery — General requirements

1 Scope and field of application

This International Standard specifies the characteristics common to all deck machinery of any type not detailed in the relevant specific International Standards. If in any items this International Standard contradicts the specific International Standard, it shall be overruled by the specific International Standard.

2 Construction

The material used for the construction of the various parts shall be in accordance with the International Standards for materials. The machinery maker shall be responsible for the strength of all the components regarding the stresses to which they are commonly subjected and according to the service for which they are intended, provided that the deck machinery is used under the conditions agreed in the contract.

All weldings and allied processing are to be in accordance with the relevant International Standards.

3 Drums

If no relevant International Standard exists, dimensions of drums and their storage capacity shall be determined taking into account the diameter and other characteristics of the cable wound on the drum (steel cable or synthetic rope).

The height of flanges shall be such that the flange exceeds the top layer of the cable by 2 times the cable diameter for steel cables and 1,5 for synthetic ropes. This is relevant for those drums not equipped with spooling gear.

4 Levers, pedals, handwheels and crankhandles, push-buttons

4.1 Levers

Levers shall be fitted in accessible, readily visible positions so as to ensure complete operation safety. They shall be constructed and placed in such a way that they can be operated and read unmistakeably; they shall moreover be protected against unintentional operation.

The maximum travel of the levers shall not exceed 600 mm if movable in one direction only, or 300 mm to either side from a central position if movable in both directions. They shall move toward the right when hauling and toward the left when paying out. Alternatively, they should move backward when hauling and forward when paying out.

Generally speaking, the lever shall move in the direction of the intended movement.

For lever-operated brakes, the brake shall engage when the lever is pulled and disengage when the lever is pushed.

The manual effort on the brake for the operator shall not exceed 160 N.

4.2 Pedals

The pedal shall operate the brake according to the requirements of the brake itself[1]. The maximum travel shall not exceed 250 mm. The physical effort for the operator shall not exceed 320 N.

4.3 Handwheels and crankhandles

The handwheel or crankhandle shall actuate the brake when turned clockwise and release it when turned counterclockwise. The manual effort for the operator shall not exceed 250 N for speed regulation and 500 N at any moment.

4.4 Push-buttons

When not associated with automatic sequential control, separate push-buttons shall be provided for each direction of operation.

In any case, if depressed the push-buttons shall actuate the machinery and when released shall stop and effectively brake it.

Where advisable, the above-mentioned push-buttons may be replaced by two "start" and "stop" push-buttons.

4.5 Operational marks

All control elements shall be permanently marked for identification, unless their functions are clearly recognized. If required, instructions should be permanently marked in a readily visible position.

1) Normally engaged or normally released brakes.

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