EESTI STANDARD EVS-EN 711:2000

Siseveeteedel liiklevad laevad. Tekireelingud. Nõuded, tüübid

Inland navigation vessels - Railings for decks - Requirements, types

EESTI STANDARDIKESKUS

EESTI STANDARDI EESSÕNA

NATIONAL FOREWORD

Käesolev Eesti standard EVS-EN 711:2000 sisaldab Euroopa standardi EN 711:1995 ingliskeelset teksti. Käesolev dokument on jõustatud 11.01.2000 ja selle kohta on avaldatud teade Eesti standardiorganisatsiooni ametlikus väljaandes. Standard on kättesaadav Eesti standardiorganisatsioonist.	This Estonian standard EVS-EN 711:2000 consists of the English text of the European standard EN 711:1995. This document is endorsed on 11.01.2000 with the notification being published in the official publication of the Estonian national standardisation organisation. The standard is available from Estonian standardisation organisation.

Käsitlusala: Käesolev standard kehtib siseveeteedel liiklevate laevade tekireelingute kohta. Standard kehtestab ehitusele, mõõtmetele, tugevusele ja katsetustingimustele esitatavad nõuded, mille järgimine on vajalik ohutuse huvides. Need reelingud kaitsevad inimesi üle parda ja ühelt tekilt teisele kukkumise eest.	**Scope:**

ICS 47.020.10

Võtmesõnad: laevad, laevatekid, mehaaniline tugevus, mõõtmed, siseveenavigatsioon, tehnilised andmed, tähistus, õnnetuste vältimine

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Descriptors: Shipbuilding, inland navigation, railings, watercraft.

English version

Inland navigation vessels
Railings for decks
Requirements, types

Bateaux de navigation intérieure; garde-corps; exigences, types

Fahrzeuge der Binnenschiffahrt; Geländer für Decks; Anforderungen, Bauarten

This European Standard was approved by CEN on 1995-01-02.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration.

Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the Central Secretariat or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the Central Secretariat has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland and United Kingdom.

CEN

European Committee for Standardization
Comité Européen de Normalisation
Europäisches Komitee für Normung

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Foreword

This European Standard was prepared by the Technical Committee CEN/TC 15 "Inland navigation vessels" of which the secretariat is held by DIN.

Safety requirements of this European Standard were worked out in accordance with ISO 3674 and national standards as well as national regulations.

The voting brought about applications for A-deviations which are specified in Annex A (informative).

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by July 1995, and conflicting national standards shall be withdrawn at the latest by July 1995.

According to the CEN/CENELEC Internal Regulations, the following countries are bound to implement this European Standard:

Austria, Belgium, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland, United Kingdom.

1 Scope

This standard is applicable to railings for decks on inland navigation vessels. It lays down design, dimensions, strength and test conditions which have to be observed for safety reasons.
These railings provide protection for persons against falling overboard and from one deck to another.

2 Normative references

This European Standard incorporates by dated or undated reference, provisions from other publications. These normative references are cited at the appropriate places in the text and the publications are listed hereafter. For dated references, subsequent amendments to or revisions of any of these incorporated in it by amendment or revision. For undated references the latest edition of the publication referred to applies.

ENV 10 220:1993	Plain end steel tubes, welded and seamless; dimensions and masses per unit length
EURONORM 156	Shipbuliding steels - Standard and higher tensile grades
ISO 1461	Metallic coatings – Hot dip galvanized coatings on fabricated ferrous products – Requirements
ISO 1835 : 1980	Short link chain for lifting purposes – Grade M (4) non-calibrated, for chain slings etc.
ISO 2232	Round drawn wire for general purpose non-alloy steel wire ropes and for large diameter steel wire ropes – Specifications
ISO 2408 : 1985	Steel wire ropes for general purposes – Characteristics
ISO 2768-1	General tolerances – Part 1: Tolerances for linear and angular dimensions without individual tolerance indications
ISO 3674	Shipbuilding – Inland vessels – Deck rail

3 Definitions

For the purposes of this standard, the following definitons apply:

3.1 Railing

3.1.1 Railing in the working area

A construction of stanchions, hand rail, intermediate rail and toe rail.

3.1.2 Railing in the passenger area

A construction of stanchions, hand rail, intermediate rails and toe rail or of stanchions, hand rail and network.

3.2 Stanchion

The vertical part of the railing which serves as connection to the deck.

3.3 Hand rail

The upper most continuous part of the railing serving as handhold against falling overboard and for holding on.

3.4 Intermediate rail

A continuous part fixed between hand rail and deck to prevent a person from slipping below the hand rail.

3.5 Network

A construction of netting, plate or vertical bars filling up - entirely or to a large extent - the range between hand rail and deck.

3.6 Toe rail

A profile fitted to the deck to prevent feet slipping through at the railing.

4 Safety requirements

4.1 Design

The railing design depends on location as shown in table 1. If there is a coaming (face plate or projecting