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Laevaehitus. Diiselmootoriga laevade masinaruumi ventilatsioon. Projekteerimisnõuded ja arvutusalused

Shipbuilding - Engine-room ventilation in diesel-engined ships - Design requirements and basis of calculations

EESTI STANDARDI EESSÕNA **NATIONAL FOREWORD**

Käesolev Eesti standard EVS-EN ISO 8861:2000 sisaldab Euroopa standardi EN ISO 8861:1988+AC:1998 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 ISO 8861:2000 consists of the English text of the European standard EN ISO 8861:1988+AC:1998. 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 rahvusvaheline standard esitab diiselmootoriga laeva masinaruumi ventilatsiooni konstruktsiooninõuded ja sobivad arvutusmeetodid, et tagada normaalsed tingimused kõigil vetel. Lisa A annab suuniseid laeva masinaruumide ventilatsioonisüsteemide projekteerimiseks ning tutvustab häid projekteerimistavasid.	**Scope:**

ICS 47.020.90

Võtmesõnad: arvutusvalemid, diiselmootorid, konstruktsioon, laevad, laevaehitus, masinaruumid, paiskajamid, tehnilised andmed, ventilatsioon, õhuvool

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Eesti Standardikeskusele kuulub standardite reprodutseerimis- ja levitamisõigus

EUROPEAN STANDARD
NORME EUROPÉENNE
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EN ISO 8861

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ICS 47.020.90

Descriptors: Shipbuilding, ventilation, engine rooms, design.

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English version

Shipbuilding

Engine-room ventilation in diesel-engined ships

Design requirements and basis of calculations
(ISO 8861 : 1998)

Construction navale – Ventilation du compartiment machines des navires à moteurs diesels – Exigences de conception et bases de calcul (ISO 8861 : 1998)

Schiffbau – Maschinenraum-Lüftung auf Schiffen mit Dieselmotoren-Antrieb – Grundlagen für Entwurf und Auslegung (ISO 8861 : 1998)

This European Standard was approved by CEN on 1998-01-25.

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.

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CEN

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

Central Secretariat: rue de Stassart 36, B-1050 Brussels

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Foreword

International Standard

ISO 8861 : 1998 Shipbuilding – Engine-room ventilation in diesel-engined ships – Design requirements and basis of calculations,

which was prepared by ISO/TC 8 'Ships and marine technology' of the International Organization for Standardization, has been adopted by Technical Committee CEN/TC 300 'Sea-going vessels and marine technology', the Secretariat of which is held by DIN, as a European Standard.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, and conflicting national standards withdrawn, by November 1998 at the latest.

In accordance with the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard:

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

Endorsement notice

The text of the International Standard ISO 8861 : 1998 was approved by CEN as a European Standard without any modification.

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1 Scope

This International Standard specifies design requirements and suitable calculation methods for the ventilation of the engine room in diesel-engined ships, for normal conditions in all waters.

Annex A provides guidance and good practice in the design of ventilation systems for ships' engine rooms.

NOTE — Users of this International Standard should note that, while observing the requirements of the standard, they should at the same time ensure compliance with such statutory requirements, rules and regulations as may be applicable to the individual ship concerned.

2 Normative references

The following standards contain provisions which, through reference in this text, constitute provisions of this International Standard. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this International Standard are encouraged to investigate the possibility of applying the most recent editions of the standards listed below. Members of IEC and ISO maintain registers of currently valid International Standards.

ISO 31-1:1992, *Quantities and units — Part 1: Space and time.*

ISO 31-3:1992, *Quantities and units — Part 3: Mechanics.*

ISO 31-4:1992, *Quantities and units — Part 4: Heat.*

ISO 3046-1:1995, *Reciprocating internal combustion engines — Performance — Part 1: Standard reference conditions, declarations of power, fuel and lubricating oil consumptions, and test methods.*

ISO 3258:1976, *Air distribution and air diffusion — Vocabulary.*

3 Definitions

For the purposes of this International Standard, the definitions given below, together with those in ISO 31-1, ISO 31-3, ISO 31-4, ISO 3046-1 and ISO 3258, apply.

3.1 engine room: Space containing main propulsion machinery, boiler(s), diesel generator(s) and major electrical machinery, etc.

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