
**Ships and marine technology —
Weathertight single-leaf steel doors**

*Navires et technologie maritime — Portes en acier à un seul battant,
étanches aux intempéries*



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Contents

Page

Foreword	iv
1 Scope	1
2 Normative references	1
3 Doors, door frames, door plates, and accessories	1
3.1 Opening direction.....	1
3.2 Door types.....	2
3.3 Door frames (see Figure 3).....	4
3.4 Door plates.....	5
3.5 Fittings.....	7
3.5.1 Location of door clips and hinges.....	7
3.5.2 Wedges (see Figure 6).....	8
3.5.3 Hinges (see Figure 7).....	9
3.5.4 Door seal.....	10
4 Materials	11
5 Quality of manufacture	12
6 Testing of weather tightness	12
7 Designation	12

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 8, *Ship design*.

This third edition cancels and replaces the second edition (ISO 6042:1998), which has been technically revised.

Ships and marine technology — Weathertight single-leaf steel doors

1 Scope

This International Standard specifies the main dimensions, materials, quality and conditions of manufacture for weathertight single-leaf steel doors for application on board ships, in order to ensure interchangeability of the steel doors. The remaining dimensions, welding, and other details are left to the manufacturer.

These doors generally conform to the requirements of the International Convention on Load Lines 1966 (ICLL66). The possibility for application of the doors to position 1 and position 2 has to be considered for each situation and, where necessary, the doors shall be provided with additional stiffening (see also [Table 1](#)).

Users of this International Standard should note that while observing the requirements of this International 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 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.

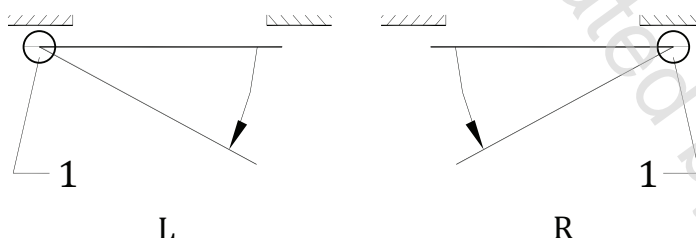
ISO 3796, *Ships and marine technology — Clear openings for external single-leaf doors*

3 Doors, door frames, door plates, and accessories

3.1 Opening direction

For the definitions of left-hand door and right-hand door, see [Figure 1](#).

Doors in accordance with this International Standard can be used for both opening directions (left-hand or right-hand) before they are installed in bulkhead plates.



Key

- 1 hinge
- L left-hand
- R right-hand

Figure 1 — Opening direction