International Standard 8383

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Lifts on ships — Specific requirements

Ascenseurs de navires — Exigences particulières

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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 8383 was prepared by Technical Committee ISO/TC 178, *Lifts, escalators, passenger conveyors*.

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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Lifts on ships — Specific requirements

0 Introduction

The attention of users of this International Standard is drawn to the need to ensure compliance with such statutory requirements, rules and regulations as may be applicable to any individual ship. Special consideration shall be given to lift safety codes. If such codes do not exist, reference should be made to the relevant classification society.

1 Scope and field of application

This International Standard lays down specific requirements for the design, installation and inspection of lifts on ships.

2 References

International Convention for the Safety of Life at Sea, 1974, (SOLAS 1974) with Amendments.

IEC Publication 92, *Electrical installations in ships.*

3 Definitions

For the purpose of this International Standard, the following definitions apply.

3.1 lift: Lifting equipment for passengers and crew or other persons, that is permanently installed in a ship, serves defined landing levels, and comprises an enclosed car running between rigid guides, the dimensions and means of construction of which permit access of persons.

3.2 trunk: Lift well or hoistway.

3.3 trap: Horizontally positioned shutter on car roof.

3.4 hatch: Horizontally or vertically positioned shutter (door) in the trunk.

4 General operating requirements

4.1 Lift installations shall be capable of operating under the following conditions inherent to the ship:

a) Continuous vibrations: 2 mm peak to peak of frequency 0 to 25 Hz.

b) Rolling: ± 10°, period 10 s.

c) Pitching: ± 5°, period 7 s.

d) Heaving amplitude: $A \leqslant 3{,}8$, period 10 s, calculated by the formula

$$A = 3{,}8 - 0{,}01\,(L - 250)$$

where L is the length of the ship, in metres, measured between the perpendiculars taken at extremities of the deepest sub-division loadline.

4.2 Lift installations shall be closed down if the specified values for the above conditions are exceeded and, during the period that they are closed down, shall be capable of resisting influences from the ship in accordance with IEC 92 and the specifications of the classification societies concerned.

4.3 It is recommended that the speed of lifts does not exceed 1 m/s. Higher speeds shall be approved by the responsible authorities.

5 Trunk

5.1 The lift trunk shall be entirely enclosed over all its height by means of a continuous solid enclosure.

5.2 The headroom and the pit shall permit a person in the trunk to be protected when the car is at its highest or lowest position.

For traction lifts, when the counterweight is resting on its fully compressed buffers, or, for positive drive lifts, when the car is stopped at its highest possible position, the free distance above the roof of the car shall be at least 0,75 m.