
International Standard



6765

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

Shipbuilding — Shipborne barges, series 3 — Main dimensions

Construction navale — Barges de la série 3 embarcables à bord des navires — Dimensions principales

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Descriptors: shipbuilding, ships, barges, dimensions.

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.

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 6765 was prepared by Technical Committee ISO/TC 8, *Shipbuilding and marine structures*.

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Shipbuilding — Shipborne barges, series 3 — Main dimensions

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1 Scope and field of application

This International Standard lays down the main dimensions and the dimensions of the principal constructional elements of shipborne barges, series 3.

2 Definition

shipborne barge, series 3: Barge handled aboard a barge carrier by an elevator or by a system based on the floating-dock principle.

3 Barge dimensions

The main dimensions of barges, series 3, shall be in accordance with table 1.

The stationary equipment installed on the deck at fore and aft ends in all places shall nowhere project beyond the overall height.

Table 1 — Main barge dimensions

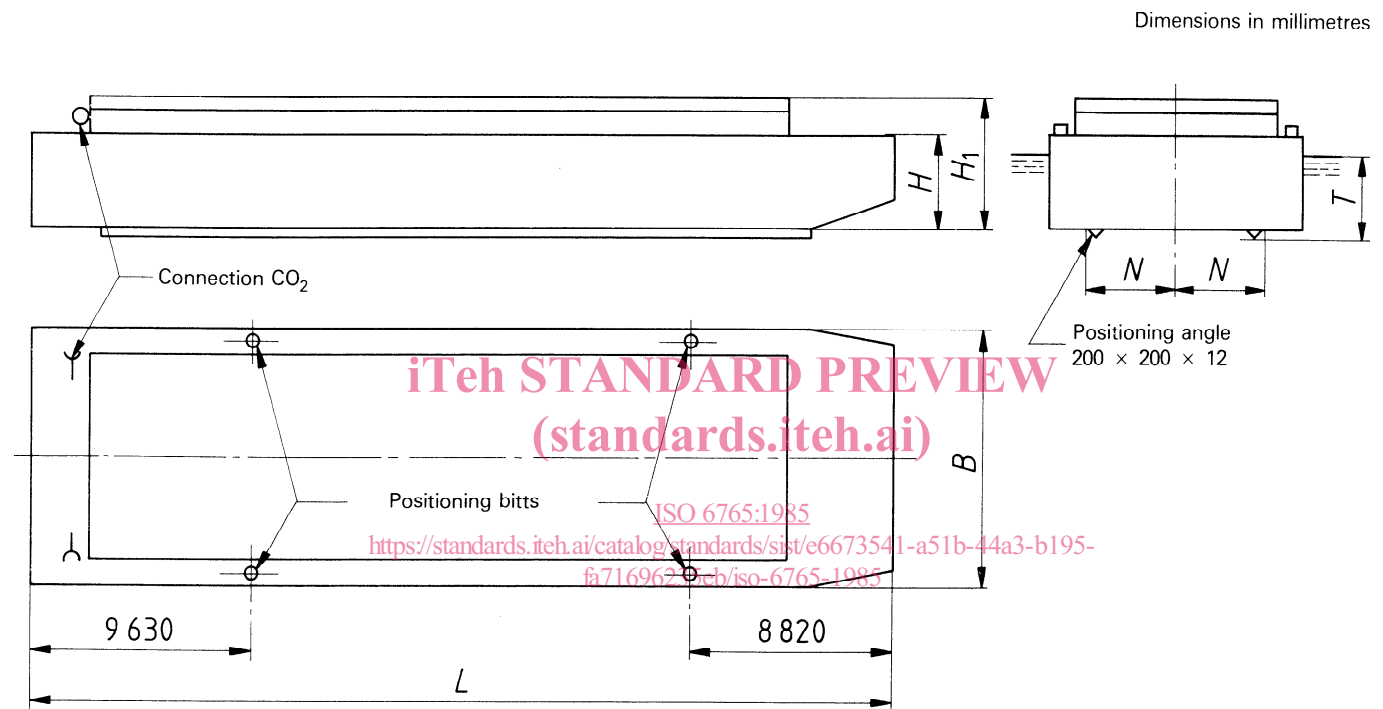
Main dimensions				Distance between the outboard edge of the positioning angle and longitudinal centreline plane	Maximum draught in fresh water	Maximum displacement
Length	Width	Height				
		Depth at ends	Mid-depth overall (without positioning angles)			
L	B	H	H_1	N	T_{\max}	D
mm	mm	mm	mm	mm	mm	tonnes
38 250	11 000	3 900	5 300	3 407	3 460	1 300

4 Adjusting and securing components

The adjusting and securing components include :

- a) bottom positioning angles ;
- b) tie-down fittings for securing barges on the upper deck of a barge carrier ;
- c) points of contact of securing devices (jacks) on the tween deck of a carrier .

The arrangements are given in figures 1, 2 and 3.



NOTES

- 1 The form of the hull shapes is presented schematically and is not specified by this International Standard.
- 2 The length of the positioning angle should be not less than 80 % of the bottom length of a shipborne barge.
- 3 The diameter of the positioning bitt is 150 mm.

Figure 1 — Shipborne barge, series 3 — Main dimensions

Dimensions in millimetres

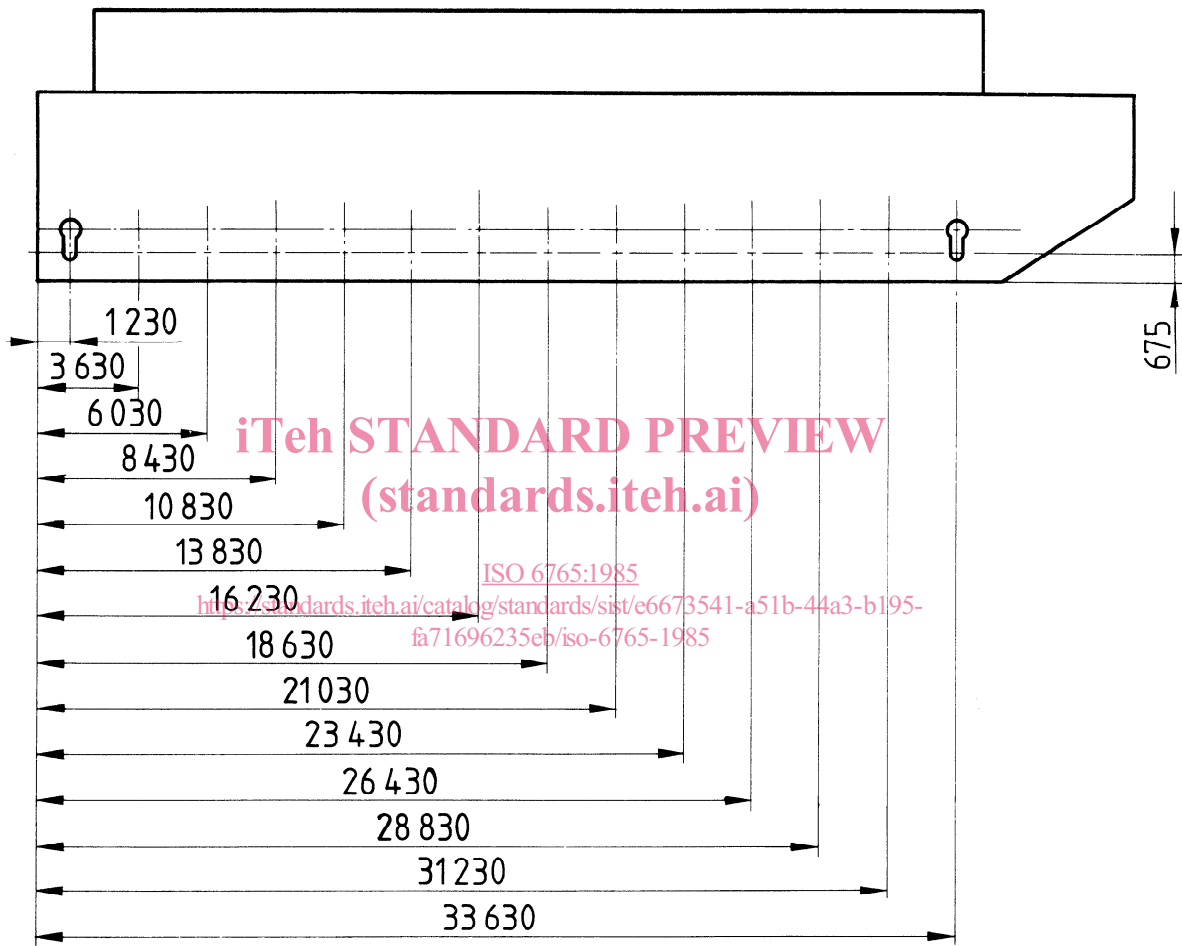


Figure 2 — Arrangement of the tie-down fittings

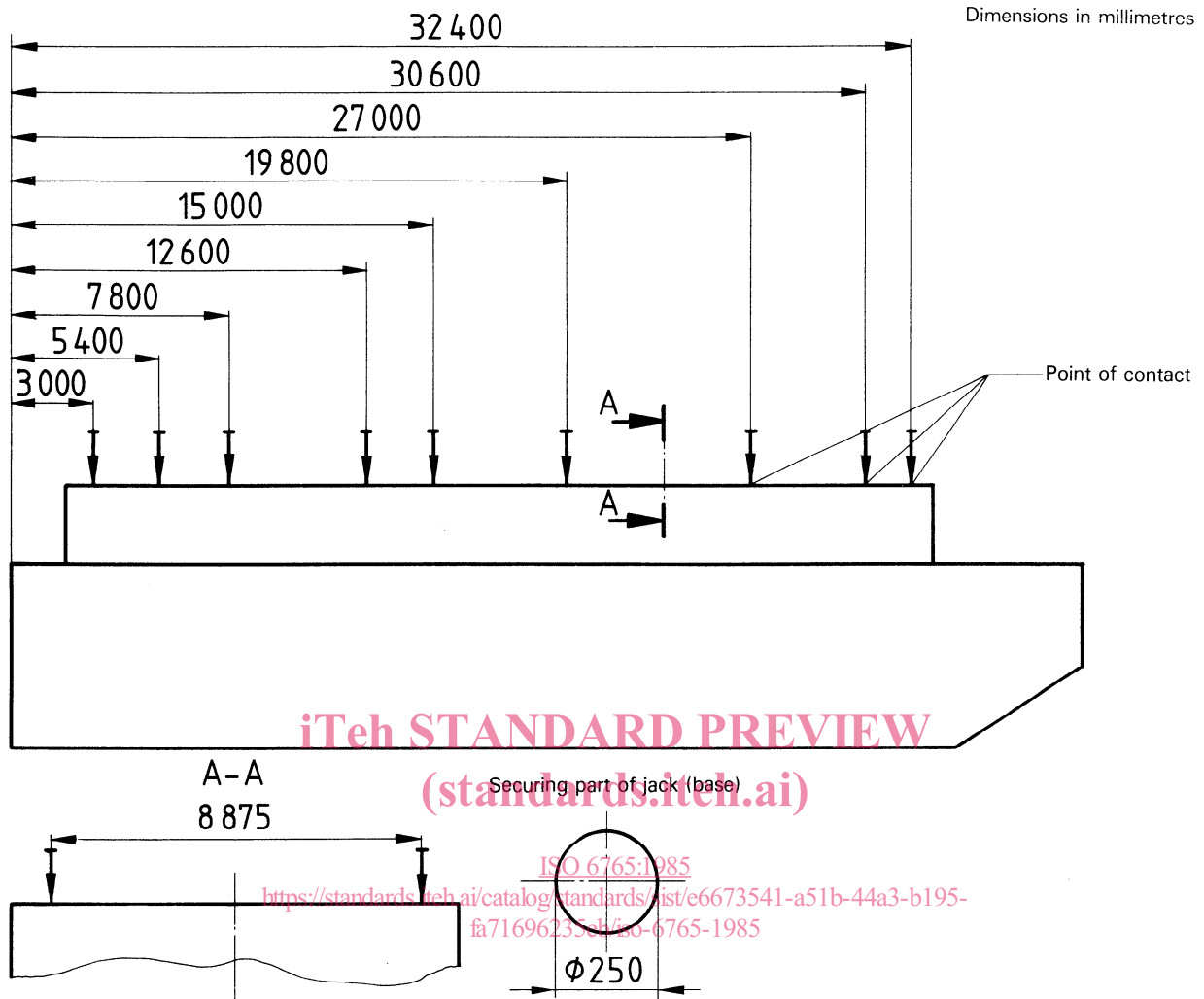


Figure 3 — Arrangement of points of contact in a barge and of securing devices in a barge carrier

5 Tolerances

Table 2 specifies the tolerances for those dimensions which determine the interchangeability of the barges with respect to their handling aboard a barge carrier.

Table 2 — Interchangeability tolerances

Values in millimetres

Tolerance on :			
<i>L</i>	<i>B</i>	<i>H</i>	<i>N</i>
± 38	± 22	± 15	+0 -5

NOTE — Dimensions for which tolerances are not specified in this International Standard may be tolerated in accordance with national shipbuilding standards.

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