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DET NORSKE VERITAS

HYDROSTATIC PRESSURE TEST REPORT

This is to certify that the product
Window and Side Scuttles

With the type designation
CCJ CLAMP-ON WINDOW
(825 x 1000 mm – 19 mm glass)

Manufactured by
C.C. Jensen A/S
Svendborg, Denmark

has been Wave Impact Impulse tested
in the period 2005-05-27 to 2005-07-01

Product description

“CCJ Clamp-on window” consisting of toughened thermo glass pane 19+12+6 mm glued into a cold bended aluminium frame AlmgSi 0,5 Sp1.
CCJ drawing no VA92300105.

The window is to be mounted in the bulkhead and kept into position with clamps.

Water tightness to superstructure is obtained by EPDM gasket with a “build-in” buthyl strip, and thus tightness will be enforced by increased pressure from the outside.

If any person suffers loss or damage which is proved to have been caused by any negligent act or omission of Det Norske Veritas, then Det Norske Veritas shall pay compensation to such person for his proved direct loss or damage. However, the compensation shall not exceed an amount equal to ten times the fee charged for the service in question, provided that the maximum compensation shall never exceed USD 2 million. In this provision "Det Norske Veritas" shall mean the Foundation Det Norske Veritas as well as all its subsidiaries, directors, officers, employees, agents and any other acting on behalf of Det Norske Veritas.

Test carried out

The window has been impulse tested with a pressure of 0,63 Bar (63kPa).
Impulses counted in the period were 107000 impulses.
No leakages or permanent deformation could be observed.
For further details see CCJ report dated 2005.07.01.

Applications / Limitations

Tested up to a maximum size of the clear light opening: 825 x 1000 mm.
Tested for use as window and side scuttle with demands of water tightness up to ISO 3903 -
Equivalent to 57 kPa.

Max pressure to glass pane collapse 280 kPa.
Max. water tightness pressure 240 kPa.

The window has only been evaluated with respect to water tightness technical properties.
(e.g. strength requirements of bulkhead and stiffness has not been considered).


Arrangement and location of any window is subject to approval from relevant authority
in each case.

All pressure tests have been carried out in accordance with ISO 3903 and
DNV Rules for High Speed, Light Craft and Naval Surface Craft (Pt. 3, Ch. 6, January 2005).

Reference documentation

- 1 Hydrostatic pressure test report CCJ & DIFT – USCG 13-01-2005
- 2 Hydrostatic pressure test report no 22320032 DNV 19-01-2005
- 3 Wave impact impulse test CCJ / DNV 2005-07-01
- 4 Glass pane collapse test CCJ 2005-03-18
- 5 CCJ Drawing no VA92300105

DK-Svendborg
2005-07-01


Leif Rasmussen
Surveyor

