

TEST OF WINDOW FRAME

Undersigned survey have been witness two (2) test of window frame according to DNV rules:
Passenger, Light Craft & Naval at:
Göteborgs Vattenskriningsteknik AB
Östra Hamnen 18
475 40 Hönö

The test was conducted to force a design pressure at $10.9 \text{ KN/m}^2 \times 4 = 43,6 \text{ KN/m}^2$ or 2240 kg to the window.

To satisfy the rules a steel plate was used instead of glass as window, and glue was applied according to specification and the design pressure was make by using a hyd. Press. Support with designed simulate to the ship hull.

-Test 1: Fame was without any gasket for the hull and the test was satisfy.
The brake done was with a pressure at 4200 kg and there was some deform at 3950 kg.

-Test 2: Frame was with gasket for the hull and the test was satisfy. The break done was with 3910 kg.
At this test the load increase stopped at 3630 kg and pressure was released, the frame was checked and found without any deformation.

Enclosed drawing of window frame, design by Ö-Metal, 91050-03

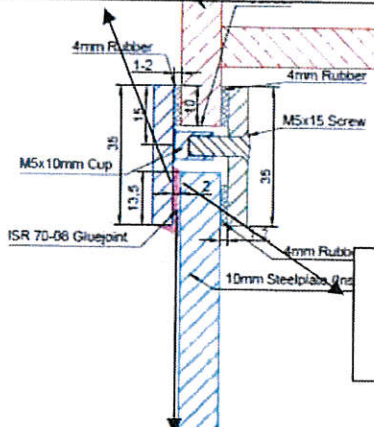


Kurt Eide
DNVGL Surveyor.



Cabinwindows for Patrolboat
 2014-08-20
 Cross-section for pressure test
 Cut-out size: 900x570mm
 Testpressure = 43.6kNm² => 2240kg on this window, calculated on cut-out size.

- First clean with Aceton (drying time 5minutes)
- Apply **Simson Prep M** (drying time 5minutes)



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- Apply **Simson Prep M** (drying time 5minutes)

- Apply **Simson MSR CA SSKF** with triangle bead and complete the bonding on frame or window before 30 minutes, remove excess **Simson MSR CA SSKF** immediately with spatula.

2240kg Force
 Loadframe 300x60

Title: Tested for Patrolboat Window		Ö-METALL	
Order No.		Order No.	
Date: 2014-08-20	Issue: 01	Approved by:	
Description: Cross section of testbed		Issue No.	
Drawn:			
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Dimensions used for adhesive thickness (2mm) and width (13.5mm) are correct.
 After a minimum of 7 days of curing at 23°C/50%RH the panels can be tested