



SLOVENSKI STANDARD
SIST EN ISO 11591:2001
01-junij-2001

Mala plovila na motorni pogon - Vidno polje izza krmilne mize (ISO 11591:2000)

Small craft, engine-driven - Field of vision from helm position (ISO 11591:2000)

Motorgetriebene kleine Wasserfahrzeuge - Sichtfeld vom Steuerstand (ISO 11591:2000)

Petits navires a moteur - Champ de visibilité au niveau du poste de pilotage (ISO 11591:2000)

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Ta slovenski standard je istoveten z: EN ISO 11591:2000

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ICS:

47.080 Čolni Small craft

SIST EN ISO 11591:2001 en

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EUROPEAN STANDARD
NORME EUROPÉENNE
EUROPÄISCHE NORM

EN ISO 11591

December 2000

ICS 04.008; 47.080

English version

**Small craft, engine-driven - Field of vision from helm position
(ISO 11591:2000)**

Petits navires à moteur - Champ de visibilité au niveau du
poste de pilotage (ISO 11591:2000)

Kleine Wasserfahrzeuge - Motorgetrieben - Sichtfeld vom
Steuerstand (ISO 11591:2000)

This European Standard was approved by CEN on 15 December 2000.

CEN members are bound to comply with the CEN/CENELEC Internal Regulations which stipulate the conditions for giving this European Standard the status of a national standard without any alteration. Up-to-date lists and bibliographical references concerning such national standards may be obtained on application to the Management Centre or to any CEN member.

This European Standard exists in three official versions (English, French, German). A version in any other language made by translation under the responsibility of a CEN member into its own language and notified to the Management Centre has the same status as the official versions.

CEN members are the national standards bodies of Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland and United Kingdom.

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EUROPEAN COMMITTEE FOR STANDARDIZATION
COMITÉ EUROPÉEN DE NORMALISATION
EUROPÄISCHES KOMITEE FÜR NORMUNG

Management Centre: rue de Stassart, 36 B-1050 Brussels

Foreword

The text of the International Standard ISO 11591:2000 has been prepared by Technical Committee ISO/TC 188 "Small craft" in collaboration with CMC.

This European Standard shall be given the status of a national standard, either by publication of an identical text or by endorsement, at the latest by June 2001, and conflicting national standards shall be withdrawn at the latest by June 2001.

This European Standard has been prepared under a mandate given to CEN by the European Commission and the European Free Trade Association, and supports essential requirements of EU Directive(s).

According to the CEN/CENELEC Internal Regulations, the national standards organizations of the following countries are bound to implement this European Standard: Austria, Belgium, Czech Republic, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Luxembourg, Netherlands, Norway, Portugal, Spain, Sweden, Switzerland and the United Kingdom.

NOTE FROM CMC: The foreword is susceptible to be amended on reception of the German language version. The confirmed or amended foreword, and when appropriate, the normative annex ZA for the references to international publications with their relevant European publications will be circulated with the German version.

Endorsement notice

The text of the International Standard ISO 11591:2000 was approved by CEN as a European Standard without any modification.

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INTERNATIONAL STANDARD

ISO
11591

First edition
2000-12-15

Small craft, engine-driven — Field of vision from helm position

*Petits navires à moteur — Champ de visibilité au niveau du poste de
pilotage*

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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.

International Standards are drafted in accordance with the rules given in the ISO/IEC Directives, Part 3.

Draft International Standards adopted by the technical committees are circulated to the member bodies for voting. Publication as an International Standard requires approval by at least 75 % of the member bodies casting a vote.

Attention is drawn to the possibility that some of the elements of this International Standard may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

International Standard ISO 11591 was prepared by Technical Committee ISO/TC 188, *Small craft*.

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Small craft, engine-driven — Field of vision from helm position

1 Scope

This International Standard specifies requirements for the field of vision from the helm position, forward and astern, in small engine-driven craft of hull length up to 24 m.

The following craft are exempt from the application of this International Standard:

- sailboats;
- tiller-steered craft (2.9) with maximum speed less than 10 kn (10 knots).

NOTE Small engine-driven craft can be operated in a manner and at certain speeds causing trim angles such that vision forward is temporarily obscured. This International Standard cannot assure that a craft can be operated without some temporary loss of vision from the helm position while operating at high trim angles during the transition from displacement to planing mode.

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2 Terms and definitions **(standards.iteh.ai)**

For the purposes of this International Standard, the following terms and definitions apply.

2.1 high eye position

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⟨helmsman in standing position⟩ position 1 730 mm above the surface on which the helmsman stands, 400 mm from the centre of the steering-wheel rim (see Figure 1)

2.2 high eye position

⟨helmsman in seated position⟩ position 840 mm above the intersection of the compressed seat and the seat back, 400 mm from the centre of the steering-wheel rim (see Figure 2)

2.3 low eye position

⟨helmsman in standing position⟩ position 1 480 mm above the surface on which the helmsman stands, 400 mm from the centre of the steering-wheel rim (see Figure 1)

2.4 low eye position

⟨helmsman in seated position⟩ position 690 mm above the intersection of the compressed seat and the seat-back, 400 mm from the centre of the steering-wheel rim (see Figure 2)

2.5 compressed seat bottom

surface of the centre of the helm seat at the intersection of the seat-back and seat-bottom when compressed by a 25 mm diameter spherical object under a vertical load of 100 N (see Figure 2)