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~~Large yachts — Navigational bridge visibility~~

~~Grands yachts — Visibilité à la passerelle de navigation~~

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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.

The procedures used to develop this document and those intended for its further maintenance are described in the ISO/IEC Directives, Part 1. In particular, the different approval criteria needed for the different types of ISO documents should be noted. This document was drafted in accordance with the editorial rules of the ISO/IEC Directives, Part 2 (see www.iso.org/directives).

Attention is drawn to the possibility that some of the elements of this document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights. Details of any patent rights identified during the development of the document will be in the Introduction and/or on the ISO list of patent declarations received (see www.iso.org/patents).

Any trade name used in this document is information given for the convenience of users and does not constitute an endorsement.

For an explanation of the voluntary nature of standards, the meaning of ISO specific terms and expressions related to conformity assessment, as well as information about ISO's adherence to the World Trade Organization (WTO) principles in the Technical Barriers to Trade (TBT), see www.iso.org/iso/foreword.html.

This document was prepared by Technical Committee ISO/TC 8, *Ships and marine technology*, Subcommittee SC 12, *Large yachts*.

Any feedback or questions on this document should be directed to the user's national standards body. A complete listing of these bodies can be found at www.iso.org/members.html.

Introduction

The purpose for having a standard on bridge visibility standard for large yachts was triggered by the fact that the International Convention for the Safety of Life at Sea (SOLAS) of the International Maritime Organization (IMO International Convention for the Safety of Life at Sea (SOLAS)) does not provide dedicated regulations for large yachts. Typically, large yachts are regulated by means of interpretations and one-off exemptions by the local surveyors. The statutory regulations do not give any unambiguous guidance or regulations for bridge visibility.

Hence, this document ~~was felt to be considered as a sensible~~ way forward to create a clear and level playing field for the large yachts industry. ~~that builds the yachts according to the applicable Yacht Code^{[2][3][12]}. It is based on IMO SOLAS, Chapter V, IMO MSC Circ.982-1^[1] and IMO MSC Circ.1350-5^[5], and it^[1]. It also addresses some aspects of the “unconventional design” as mentioned in SOLAS, Chapter V, Regulation 22.3-1^[2]. The terms and definitions given in the applicable Yacht code^{[2][3][10]} have been considered when drafting this document.^[12]~~

~~Industry will~~The industry can benefit from this document in a way that suits the yacht design and considers the safe navigation of yachts. ~~It will allow~~The document aims to enable users to save time ~~for in~~ the designing and building of wheelhouses.

~~This document is expected to be endorsed by state authorities, to be included in the future updates of their Codes. Ultimately, it could also be included in a SOLAS revision.~~

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Large yachts — Navigational bridge visibility

1 Scope

This document specifies requirements for the field of vision from the defined working positions on the bridge of large yachts.

It is applicable to large yachts with a length of 24 m or over.

NOTE This document supports the aims of SOLAS, Chapter V, Regulation 22 [12].

2 Normative references

~~The following documents are referred to in the text in such a way that some or all of their content constitutes requirements of this document. For dated references, only the edition cited applies. For undated references, the latest edition of the referenced document (including any amendments) applies.~~

~~ISO 8468:2007, Ships and marine technology — Ship's bridge layout and associated equipment — Requirements and guidelines~~

~~There are no normative references in this document.~~

3 Terms and definitions

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

ISO and IEC maintain ~~terminological~~terminology databases for use in standardization at the following addresses:

— ISO Online browsing platform: available at <https://www.iso.org/obp>

— IEC Electropedia: available at <https://www.electropedia.org/>

3.1 3.1

blind sector

measured arc from a position that indicates an obstructed view of the sea surface by any fixed object outside or inside the wheelhouse

Note 1 to entry: See 5.6 to determine the *field of vision* (3.6) from a working position.

3.2 3.2

bridge

area from which the navigation and control of the yacht is exercised, including the wheelhouse and *bridge wings* (3.3)

3.3 3.3

bridge wing

part of the *bridge* (3.2), on both sides of the yacht's wheelhouse, which, in general, extends to the yacht's side

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~~3.4~~
~~commanding view~~

~~view, without obstructions that can interfere with the navigator's or pilot's ability to perform their main tasks, at least covering the *field of vision* (3.6) required for safe performance of collision avoidance functions~~

~~Note 1 to entry: See 5.2 and 5.3.~~

~~3.5~~
~~3.4~~
~~external obstruction~~

~~any loose item that is placed on the deck and that can be repositioned by the crew~~

~~3.6~~ ~~3.5~~
~~docking operation~~

~~manoeuvring of the yacht alongside a berth, another yacht or other structure, and control of the mooring operations~~

~~3.7~~ ~~3.6~~
~~field of vision~~

~~angular size of scenery being observable from a position within the yacht's *bridge* (3.2)~~

~~3.8~~ ~~3.7~~
~~flybridge~~

~~open area on the highest deck that provides unobstructed views to the fore, the aft and the sides of the yacht and is equipped to be used for the working positions~~

~~Note 1 to entry: See 3.18.~~

~~3.9~~
~~3.8~~
~~glare~~

~~excessive demand for visual adaptation brought on by the retina's exposure to more light than it can tolerate~~

~~Note 1 to entry: It is produced when any luminance within the visual field is sufficiently greater than the luminance to which the eye is adjusted.~~

~~3.10~~ ~~3.9~~
~~reflection~~

~~return of light from a surface, and production of an image by or as if by a mirror~~

~~3.11~~ ~~3.10~~
~~height of eye~~

~~vertical distance of the centre of the eye above the finished interior floor of the bridge deck at a working position~~

~~3.12~~ ~~3.11~~
~~helmsman~~

~~designated person who steers the yacht under way~~

~~3.13~~ ~~3.12~~
~~length~~

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