This is a preview of "ABYC H-1-2012". Click here to purchase the full version from the ANSI store.



ABYC H-1 July, 2012

Hull Division Standard Hull Performance Project Technical Committee

The ABYC Standards and Technical Information Reports for Small Craft are the product of a consensus of representatives of government, industry and public sectors. It is intended solely as a guide to aid manufacturers and the marine community in the design, construction, equipage and maintenance of small craft.

ABYC reviews each standard at least every five years at which time it may be reaffirmed, revised, or withdrawn. ABYC welcomes any written comments on the standards and Technical information reports.

# ABYC H-1

# FIELD OF VISION FROM THE HELM POSITION



### This is a preview of "ABYC H-1-2012". Click here to purchase the full version from the ANSI store.

H-1 7/12

## HULL PERFORMANCE PROJECT TECHNICAL COMMITTEE

John Litjens, Chairman

Richard Clark David DeHorn John Deurr James Getz Don Kueny Ralph Lambrecht Dale Larsen Robert MacNeill Jay McEwen Ned Momany Robert Newsome Lou Novak Kerry Robison Eric Skaggs G. Medford Smith Richard Snyder Augusto Villalon Ted Wagner

This list represents the membership at the time the Committee was balloted.

NOTE: Membership on a committee shall not in and of itself constitute an endorsement of ABYC or any document developed by the committee on which the member serves.

This standard was developed under procedures accredited as meeting the criteria for American National Standards. The Project Technical Committee that approved the standard was balanced to ensure that individuals from competent and concerned interests have had an opportunity to participate.

This standard, which is the result of extended and careful consideration of available knowledge and experience on the subject, is intended to provide minimum performance requirements.

ABYC's Project Technical Committee meetings are open to the public. All contact regarding standards activity, interpretations, or meeting attendance should be directed to the ABYC Technical Department at comments@abycinc.org.

ABYC and its committee's do not "approve", "certify", or "endorse" any item, construction, or proprietary device.

## **REQUEST FOR INTERPRETATIONS**

On written request the Hull Performance PTC will render an interpretation of any requirement of the standard. The request for interpretation should be clear and unambiguous. Requests should be presented to the PTC in a manner which may be answered in a yes or no fashion.

The committee reserves the right to reconsider any interpretation when or if additional information which might affect it becomes available to the PTC. Persons aggrieved by an interpretation may appeal to the Committee for reinterpretation.

This is a preview of "ABYC H-1-2012". Click here to purchase the full version from the ANSI store.

### H-1 7/12

# H-1 FIELD OF VISION FROM THE HELM POSITION

### Table of Contents

1.1	PURPOSE	1
1.2	SCOPE	1
1.3	REFERENCES	1
1.4	DEFINITIONS	1
1.5	REQUIREMENTS - IN GENERAL	2
1.6	HORIZONTAL RANGE OF VISIBILITY IN THE FORWARD SECTOR	4
1.7	HORIZONTAL RANGE OF VISIBILITY IN THE AFT SECTOR	4
1.8	VERTICAL RANGE OF VISIBILITY	4
	FIGURE 1A - STANDING EYE POSITION	6
	FIGURE 1B - SEATED EYE POSITION	6
	FIGURE 2 - RANGE OF VISIBILITY	7
	APPENDIX	8
Origin a	Drigin and Development of ABYC H-1, Field of Vision From the Helm Position	

H-1 7/12

# H-1 FIELD OF VISION FROM THE HELM POSITION

Based on ABYC's assessment of the existing technology, and the problems associated with achieving the goals of this standard, ABYC recommends compliance with this standard for all boats, associated equipment, and systems manufactured after July 31, 2013.

### 1.1 **PURPOSE**

This standard is a guide to minimize obstructions in the field of vision from the helm station(s).

### NOTES:

1. In order for this standard to be effective the boat must be operated in a reasonable and prudent manner.

2. Boats can be operated in a manner and at certain speeds causing trim and/or roll angles such that vision is obscured. A boat operator may experience some loss of vision from the helm position while operating at high trim angles during the transition between displacement and planing mode.

3. This standard does not relieve the operator of the requirement to comply with the USCG Navigation Rules.

4. Movable items such as persons, gear, and convertible tops are considered under the control of the boat operator and therefore are not obstructions to visibility for the purpose of this standard.

#### 1.2 **SCOPE**

This standard applies to all boats powered by machinery.

### EXCEPTION: Sailboats.

#### 1.3 **REFERENCES**

1.3.1 The following publications form a part of this standard. Unless otherwise noted the latest version of the referenced standards shall apply.

1.3.1.1 ABYC - American Boat & Yacht Council, Inc., 613 Third Street, Suite 10, Annapolis, MD 21403. Phone: (410) 990-4460. Fax: (410) 990-4466. Website: <u>www.abycinc.org</u>.

ABYC H-3, Exterior Windows, Windshields, Hatches, Doors, Port Lights, and Glazing Materials ABYC T-5, Safety Signs and Labels

1.3.1.2 CFR - Code of Federal Regulations and other government publications. Obtain from the Superintendent of Documents, United States Government Information, POB 371 954, Pittsburgh, PA 15250-7954. (202) 512-1800 or FAX (202) 512-2250. http://bookstore.gpo.gov *Website: www.acess.gpo.gov*. The CFR is also available from ABYC, Inc., 613 Third Street, Suite 10, Annapolis, MD 21403. Phone: (410) 990-4466. Fax: (410) 990-4466.

### 1.4 **DEFINITIONS**

For the purposes of this standard the following definitions apply.

1.4.1 Aft Sector of Visibility - the aft horizontal arc measured between 90 degrees to port from straight astern and 67.5 degrees to starboard from straight astern (see <u>FIGURE 2</u>).

1.4.2 Forward Sector of Visibility - the forward horizontal arc measured between 90 degrees to port from straight ahead and 112.5 degrees to starboard from straight ahead (see <u>FIGURE 2</u>).