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Large yachts — Navigational bridge visibility

Grands yachts — Visibilité à la passerelle de navigation



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Foreword

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

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Introduction

The purpose for having a standard on bridge visibility 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) 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 is considered as a 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][10]}. It is based on IMO SOLAS, Chapter V, IMO MSC Circ.982^[1] and IMO MSC Circ.1350^[5]. It also addresses some aspects of the “unconventional design” as mentioned in SOLAS, Chapter V, Regulation 22.3^[12].

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