INTERNATIONAL STANDARD

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Ships and marine technology — Night vision equipment for high-speed craft — Operational and performance requirements, methods of testing and required test results

Navires et technologie maritime — Équipement de vision nocturne pour navires à grande vitesse — Exigences opérationnelles et de performance, méthodes d'essai et résultats d'essai exigés

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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 2.

The main task of technical committees is to prepare International Standards. 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 document may be the subject of patent rights. ISO shall not be held responsible for identifying any or all such patent rights.

ISO 16273 was prepared by Technical Committee ISO/TC 8, *Ships and marine technology*, Subcommittee SC 6, *Navigation*.

Ships and marine technology — Night vision equipment for high-speed craft — Operational and performance requirements, methods of testing and required test results

1 Scope

This International Standard applies to operational and performance requirements and methods of testing for night vision equipment fitted to high-speed craft in accordance with the International Code of Safety for High-Speed Craft (HSC code), Chapter 13, of the International Maritime Organisation (IMO) and the IMO performance standards MSC.94 (72) for night vision equipment for HSC.

All texts of this International Standard, whose wording is identical to that in IMO MSC.94 (72), are printed in italics and the resolution and paragraph numbers are indicated in brackets.

It is expected that both performance requirements and test procedures will need to be reviewed in the near future as data on candidate night vision systems are accumulated and correlated with performance.

2 Normative references

The following referenced documents are indispensable for the application 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.

IEC 61162, *Maritime navigation and radiocommunication equipment and systems — Digital Interfaces*

IEC 60945, *Maritime navigation and radiocommunication equipment and systems — General requirements — Methods of testing and required test results*

IMO Resolution A.694 (17), *General requirements for shipborne radio equipment forming part of the global maritime distress and safety system (GMDSS) and for electronic navigational aids*

IMO Resolution MSC.94 (72), *Performance standards for night vision equipment for high speed craft*

International Code of Safety for High-Speed Craft (HSC Code)

STANAG 4349 (MAS/186-Land/4349, 19 June 1996)

3 Terms and definitions

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

3.1
night vision equipment
any technical fixed *means enabling the position and aspect of objects above the water surface relative to one's own craft to be detected at night*

[IMO MSC.94 (72) 4]