

INTERNATIONAL STANDARD

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Ship's bridge layout and associated equipment — Requirements and guidelines

*Aménagement de la passerelle d'un navire et disposition de ses équipements
annexes — Exigences et directives*



Reference number
ISO 8468 : 1990 (E)

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.

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.

International Standard ISO 8468 was prepared by Technical Committee ISO/TC 8, *Shipbuilding and marine structures*.

This second edition cancels and replaces the first edition (ISO 8468 : 1987), and incorporates draft addendum 1, circulated in 1988.

Annex A forms an integral part of this International Standard. Annex B is for information only.

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International Organization for Standardization

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Ship's bridge layout and associated equipment — Requirements and guidelines

1 Scope

This International Standard specifies basic functional requirements for bridge configuration, bridge arrangement, bridge equipment and bridge environment. It has been developed to ensure that designs of ships' bridges provide adequately for the requirements for safe navigation to prevent confusion arising from bridge arrangements which are unusual.

Wherever applicable, guidelines have been drawn up for the methods and solutions to meet the functional requirements.

This International Standard applies to seagoing ships where bridge duty is regularly maintained.

Where there are physical limitations in applying this International Standard to small ships or to ships of unusual design, the general principles should still apply.

NOTE — Users of this International Standard should note that while attempting to observe its requirements they should, at the same time, ensure compliance with such statutory requirements, rules and regulations as may be applicable to the individual ship concerned.

2 Normative references

The following standards contain provisions which, through reference in this text, constitute provisions of this International Standard. At the time of publication, the editions indicated were valid. All standards are subject to revision, and parties to agreements based on this International Standard are encouraged to investigate the possibility of applying the most recent editions of the standards indicated below. Members of IEC and ISO maintain registers of currently valid International Standards.

ISO 2412 : 1982, *Shipbuilding — Colours of indicator lights*.

ISO 3434 : 1975, *Shipbuilding — Heated glass panes for ships' windows*.

ISO 3904 : 1990, *Shipbuilding — Clear-view screens*.

IEC 447 : 1974, *Standard directions of movement for actuators which control the operation of electrical apparatus*.

IMO Resolution A.343(IX), *Recommendation on Methods of Measuring Noise Levels at Listening Posts*.

IMO Resolution A.468(XII), *Code on Noise Levels on Board Ships*.

IMO Resolution A.574(XIV), *Recommendation on General Requirements for Electronic Navigational Aids*.

International Convention for the Safety of Life at Sea, 1974 (SOLAS 1974).

International Regulations for Preventing Collisions at Sea, Annex III (as amended).

3 Definitions

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

3.1 bridge : That area from which the navigation and control of the ship is exercised, including the wheelhouse and bridge wings.

3.2 bridge wings : Those parts of the bridge on both sides of the ship's wheelhouse which extend to the ship's side.

3.3 catwalk : Extension to a deck that is wide enough to allow the passage of a man.

3.4 chartroom area : Part of the wheelhouse situated and equipped for adequate performance of voyage planning/plotting activities.

3.5 commanding view : View without obstructions which would interfere with the navigator's ability to perform his immediate task.

3.6 communications workstation : Workstation for operation and control of equipment for distress/safety communications and public correspondence communications.