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STATUTORY INSTRUMENTS

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**1998 No. 1419**

**MERCHANT SHIPPING  
SAFETY**

**The Merchant Shipping (Navigation  
Bridge Visibility) Regulations 1998**

<i>Made</i>	- - - -	<i>8th June 1998</i>
<i>Laid before Parliament</i>		<i>10th June 1998</i>
<i>Coming into force</i>	- -	<i>1st July 1998</i>

The Secretary of State for the Environment, Transport and the Regions, after consulting the persons referred to in section 86(4) of the Merchant Shipping Act 1995(1), in exercise of the powers conferred by section 85(1)(a) and (b), (3), (6) and (7) and section 86(1) of the Act, and of all other powers enabling him in that behalf, hereby makes the following Regulations:—

**Citation and commencement**

1. These Regulations may be cited as the Merchant Shipping (Navigation Bridge Visibility) Regulations 1998 and shall come into force on 1st July 1998.

**Interpretation**

2.—(1) In these Regulations:

“existing ship” means a ship which is not a new ship;

“length” means 96 per cent. of the total length on a waterline at 85 per cent. of the least moulded depth measured from the top of the keel, or the length from the fore-side of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this is measured shall be parallel to the designed waterline;

“new ship” means a ship the keel of which is laid, or which is at a similar stage of construction, on or after 1st July 1998; and for the purposes of this definition “a similar stage of construction” means the stage at which—

(a) construction identifiable with a particular ship begins, and

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(1) 1995 c. 21; sections 85 and 86 were amended by the Merchant Shipping and Maritime Security Act 1997 (c. 28), section 8; and are applied to hovercraft by S.I.1989/1350.

- (b) assembly of that ship has commenced, comprising at least 50 tonnes or one per cent. of the estimated mass of all structural material, whichever is the less; “ship”, except in regulation 4, includes hovercraft.
- (a) (2) (a) Words and expressions used in these Regulations, and also in the ISO Standards shall bear the meaning they have in the ISO standards.
- (b) “ISO Standards” means the publication of the International Standards Organisation (ISO) entitled “Ship’s Bridge Layout and Equipment—Requirements and Guidelines” (EN ISO 8468).

### **Amendment of Regulations**

**3.** The Merchant Shipping (Passenger Ships of Classes IV, V, VI and VI(A)—Bridge Visibility) Regulations 1992(2) shall be amended as follows:

- (i) in regulation 1(2) after the definition of ‘existing ship’ the following definition shall be inserted:
  - “‘length’ means 96 per cent. of the total length on a waterline at 85 per cent. of the least moulded depth measured from the top of the keel, or the length from the fore-side of the stem to the axis of the rudder stock on that waterline, if that be greater. In ships designed with a rake of keel the waterline on which this is measured shall be parallel to the designed waterline;”;
- (ii) in regulation 1(2) the phrase “ships length” and its definition shall be omitted; and
- (iii) regulation 1(3), before the word “operating”, there shall be inserted the words “of less than 45 metres in length”.

### **Application**

**4.** These Regulations apply to the United Kingdom ships, and hovercraft registered in the United Kingdom, wherever they may be, and to other ships and hovercraft when in United Kingdom waters.

### **Requirements for new ships**

**5.—(1)** On and after 1st July 1998 new ships of 45 metres or more in length shall comply with the following:

- (a) The view of the sea surface from the conning position shall not be obscured by more than two ship lengths, or 500 metres, whichever is the less, forward of the bow to 10° on either side under all conditions of draft, trim and deck cargo.
- (b) No blind sector caused by cargo, cargo gear or other obstructions outside of the wheelhouse forward of the beam which obstructs the view of the sea surface as seen from the conning position, shall exceed 10°. The total arc of blind sectors shall not exceed 20°. The clear sectors between blind sectors shall be at least 5°. However, in the view described in paragraph (1)(a) above, each individual blind sector shall not exceed 5°.
- (c) The horizontal field of vision from the conning position shall extend over an arc of not less than 225°, that is from right ahead to not less than 22.5° abaft the beam on either side of the ship.
- (d) From each bridge wing the horizontal field of vision shall extend over an arc of at least 225°, that is from at least 45° on the opposite bow through right ahead and then from right ahead to right astern through 180° on the same side of the ship.

- (e) From the main steering position the horizontal field of vision shall extend over an arc from right ahead to at least 60° on each side of the ship.
  - (f) The ship's side shall be visible from the bridge wing.
  - (g) The height of the lower edge of the navigation bridge front windows above the bridge deck shall be kept as low as possible. In no case shall the lower edge present an obstruction to the forward view as described in this regulation.
  - (h) The upper edge of the navigation bridge front windows shall allow a forward view of the horizon, for a person with a height of eye of 1,800 millimetres above the bridge deck at the conning position, when the ship is pitching in heavy seas.
- (2) On and after 1st July 1998 the following requirements apply in respect of windows in such ships:
- (a) Framing between navigation bridge windows shall be kept to a minimum and shall not be installed immediately forward of any workstation.
  - (b) To help avoid reflections the bridge front windows shall be inclined from the vertical plane top out, at an angle of not less than 10° and not more than 25°.
  - (c) Polarised and tinted navigation bridge windows shall not be fitted.
  - (d) At all times, regardless of weather conditions, at least two of the navigation bridge front windows and, depending on the bridge configuration, additional windows, shall provide a clear view.

### **Requirements for existing ships**

6.—(1) Subject to paragraph (2) existing ships of 45 metres or more in length shall, where practicable, comply with the requirements contained in regulations 5(1)(a) and (b) above.

(2) Paragraph (1) does not require the making of structural alterations or the supply of additional equipment.

### **Exemptions**

7. The Secretary of State may grant, on such terms (if any) as he may specify, exemptions from any provision of these Regulations, and may, on giving reasonable notice, alter or cancel any such exemption.

### **Penalties**

8. If a ship to which these Regulations apply proceeds or attempts to proceed on any voyage or excursion without complying with the requirements of these Regulations, the owner and master shall each be guilty of any offence and liable on summary conviction to a fine not exceeding level 5 on the standard scale.

### **Detention**

9. Any ship which contravenes any requirement of these Regulations shall be liable to be detained, and section 284 of the Merchant Shipping Act 1995<sup>(3)</sup> (which relates to detention of a ship) shall have effect as if for “this Act”, wherever it appears, there were substituted “the Merchant Shipping (Navigation Bridge Visibility) Regulations 1998”.

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(3) Section 284 was amended by the Merchant Shipping and Maritime Security Act 1997, Schedule 1.

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**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

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Signed by authority of the Secretary of State

*Glenda Jackson*  
Parliamentary Under Secretary of State,  
Department of the Environment, Transport and  
the Regions

8th June 1998

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## EXPLANATORY NOTE

*(This note is not part of the Regulations)*

These Regulations give effect to amendments to Regulation 22 of Chapter V of the Safety of Life at Sea Convention 1974 (SOLAS) adopted on 23rd May by the Maritime Safety Committee of the International Maritime Organisation (IMO) set out in Annex 2 of the MSC Resolution MSC.31(63).

They contain requirements for all ships of 45 metres or more in length constructed on or after 1st July 1998 as to the visibility from the navigation bridge (including the position and construction of the windows) (*Regulation 5*).

Existing such ships are required to comply, so far as practicable, with regulation 4(1)(a) and (b) (certain provisions relating to the view of the sea from the conning position) (*Regulation 6*).

The Merchant Shipping (Passenger Ships of Classes IV, V, VI and VI(A)—Bridge Visibility) Regulations 1992 are amended so that they cease to apply to ships of 45 metres or more in length (*Regulation 3*).

The SOLAS Convention and MSC Resolution MSC.31(63) may be obtained from IMO, 4 Albert Embankment, London SE1 7SR.

Document EN ISO 8468 (the “ISO standards” referred to in regulation 2(2)) may be obtained from BS, 389 Chiswick High Road, London W4 4AL.