

Windows in commercial vessels

Plans and specifications for windows in commercial vessels must be submitted to NSW Maritime as part of the initial survey process or when renewing survey after major vessel modification or reconstruction.

What materials can be used?

Alternatives to toughened and laminated glass such as polycarbonates (e.g. Lexan) and polymethyl methacrylate (e.g. Acrylics such as perspex) are not permitted in windows used for navigation.

Alternatives to toughened and laminated glass are permitted in windows not used for navigation. Windows must meet the thickness and deflection limitations from the *Uniform Shipping Laws Code* Section 5C Part 73.8.

Determining windows used for navigation

NSW Maritime follows the National Marine Safety Committee's (NMSC's) Guidance Circular 05-1, which describes windows used for navigation as any windows in the horizontal arc from directly forward to 112.5 degrees on each side of the vessel (see Figure 1).

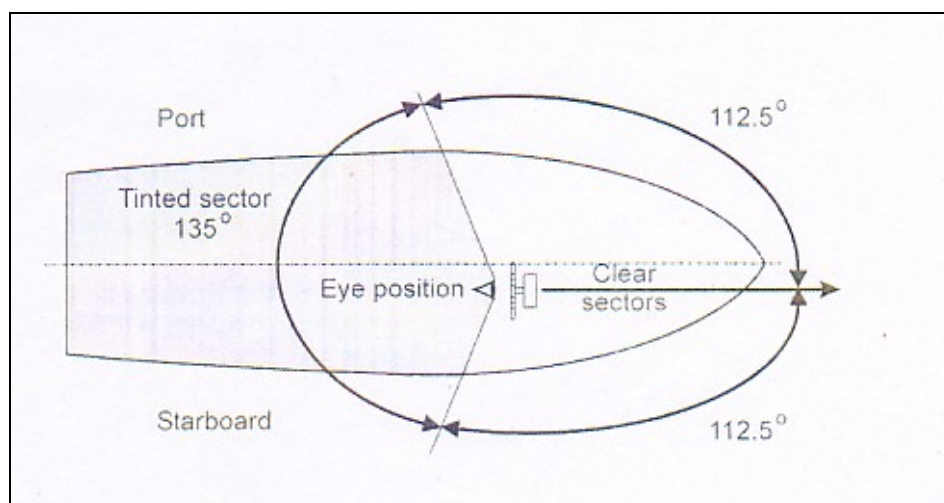


Figure 1 – Windows for Navigation

The high and low level eye positions will be taken from the American Boat and Yachting Council, Inc. The high and low level eye positions are presented from the deck and from the helm seat in millimetres (see Figure 2).

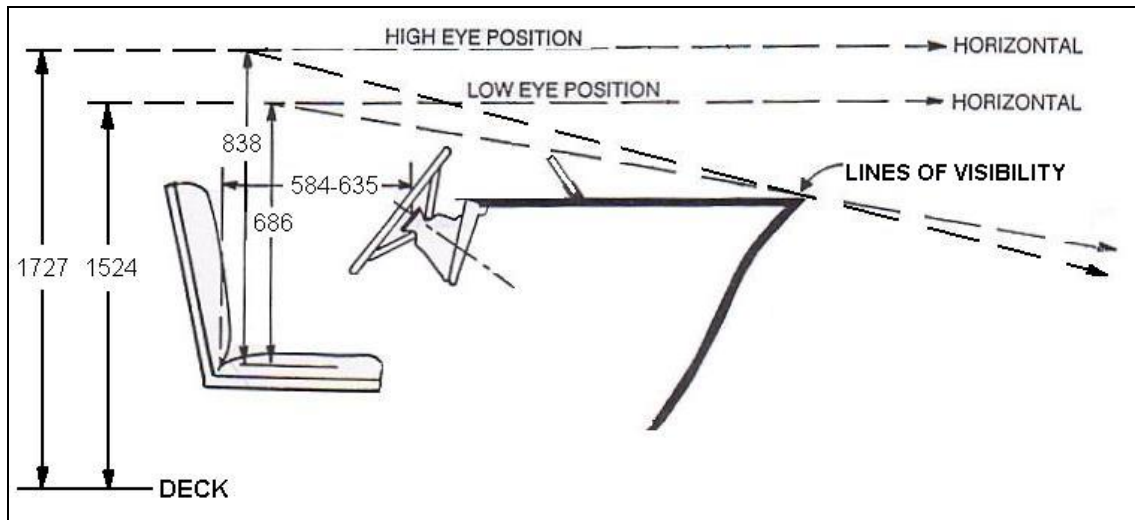


Figure 2 – High and Low Level Eye Positions

Windscreens that are below the lines of visibility shown in Figure 2 are not considered windows for navigation even if they fall in the horizontal arc given in the NMSC guidance circular.

Further information

For further information call NSW Maritime's Commercial Vessels Division on 9563 8771.