

ICS 47.020.10

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**NATIONAL STANDARD OF THE
PEOPLE'S REPUBLIC OF CHINA**

GB/T 35746-2017

**Ships and marine technology--Ship's bridge layout and
associated equipment--Requirements and guidelines
(English Translation)**

Issued on: December 29, 2017

Implemented on: July 1, 2018

**Issued by: General Administration of Quality Supervision, Inspection and
Quarantine of the People's Republic of China, Standardization
Administration of the People's Republic of China**

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Foreword

This standard was drafted in accordance with the rules given in GB/T 1.1-2009.

This standard uses redrafted Law Amendment uses ISO 8468:2007 "Ship and marine technology bridge layout and related equipment requirements and guide. " this standard relative to ISO 8468:2007 made the following structural changes.

- International Standard 5.5.3.1 and 5.5.3.2 into the standard 5.5.3;
- International Standard 5.5.4.1 and 5.5.4.2 merged into the standard 5.5.4;
- 5.5.5.1 international standards and 5.5.5.2 merged into the standard 5.5.5;
- International Standard 5.5.8.1 and 5.5.8.2 merged into this standard 5.5.8;
- 6.1.4.1 and 6.1.4.2 of the International Standard merged into 6.1.4 of this standard;
- International Standard 6.3.1.1 and 6.3.1.2 into the standard 6.3.1;
- International Standard 6.3.4.1 to 6.3.4.5 into the standard 6.3.4;
- 6.3.5.1 and 6.3.5.2 of the international standard into the standard 6.3.5;
- International Standard 7.6.4.1 and 7.6.4.2 merged into the standard 7.6.4.

This standard proposed by China Shipbuilding Industry Corporation.

This standard by the National Marine Standardization Technical Committee navigation equipment sub-technical committee (SAC/TC531/SC2) centralized.

1 Scope

This standard specifies the ship bridge (hereinafter referred to as the "bridge") layout, workstations and the environmental requirements of the function is given to meet the functional requirements Find ways and solutions guide.

The requirements of this standard apply to all functions of the bridge.

The purpose of this standard is to provide a working location that is conducive to safe and efficient operation, to assist operators and pilots to Ensure the safe and effective operation of the whole process of the ship (including the lookout). This standard is consistent with SOLAS Chapter V, Article 15.

This standard does not give personnel requirements and guidelines (such as training, operational processes, etc.), but in order to safely and effectively look forward to, should be related Application to be explained.

This standard applies to the design of the bridge, but also for the following reference to ensure that any changes to the bridge within the life of the ship to meet the rules Van requirements.

--- Ship and bridge equipment customization and procurement staff;

---operator;

--- Shipowner.

This standard applies to ocean-going vessels. In the application of this standard physical constraints (such as small vessels or unconventional design of the ship Ship), its general functional requirements still apply.

This standard Appendix A applies to high-speed boat.

This standard can not replace the bridge equipment performance standards.

Users of this standard should note that while implementing the technical requirements of this standard, they should also comply with the relevant statutory requirements of specific ships, rules and Terms.

Designers designing bridges should consider the future changes in the ship and whether new equipment is available.

The use of this standard should be noted that the standard bridge layout is not the only one.

This standard takes into account the personnel factors, ergonomic theory and advanced technology.

The design of the bridge should take into account changes in the use of the ship and the

suitability of the new equipment. To ensure the safety of navigation, this standard through the bridge the standardization of the environment provided a unified mode for the arrangement of equipment on duty personnel, regardless of the type of ship or the navigational system installed on the bridge be applicable.

2 Normative references

The following documents for the application of this document is essential. For dated references, only the dated version applies to this article Pieces. For undated references, the latest edition (including all amendments) applies to this document.

GB/T 4205-2010 man-machine interface mark the basic rules and safety rules of operation (IEC 60447:2004, IDT) GB 14681.1-2006 locomotive ships electric heating glass - Part 1. Marine rectangular window electric heating glass (ISO 3434:1992, MOD) GB/T 21475-2008 Shipbuilding indicator color (ISO 2412:1982, IDT) ISO 3904 Shipbuilding and marine structure observation window (Shipbuildingandmarinestructures-Clear-view screens