

Subject:

Arrangements for Supplying Heading
Information to Emergency Steering
Positions for Non-Japanese Ships

NKTECHNICAL INFORMATION

No.: 144

Date: 15th August 1994

To Shipowners and Shipbuilders concerned

The revised Regulation V/12(f) of the 1974 SOLAS as amended which entered into force on 1 February 1992 requires ships with emergency steering positions to be provided with at least a telephone or other means of communications for relaying heading information to such positions, and also requires ships of 500 tons gross tonnage and upwards constructed on and after 1 February 1992 with such positions to be provided with "arrangements for supplying visual compass readings" to such positions.

The details have now been developed for the "arrangements for supplying visual compass readings" of the revised Regulation V/12(f) on the basis of the instructions the Society has recently received from the flag administrations as per below. For a ship to be constructed to the respective Regulation on and after the issue of this circular, it is requested to make necessary arrangements to comply with the requirement as indicated in 1. below.

For a ship to be constructed with one of the flags of Bahamas, Kuwait and Vanuatu, it is also requested that attention should be paid to their requirements as indicated in 2. below, and make necessary arrangements to meet these requirements where necessary.

1. The emergency steering positions of ships of 500 tons gross and upwards to be constructed on and after the issue of this circular should be provided with the following:

(to be continued)

ClassNK

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- 1.1 a telephone or other means of communication for relaying heading information, and
- 1.2 a gyro-repeater, or alternatively, a proper stand without a gyro-repeater subject to any of the gyro-repeaters installed under Regulation V/12(d) capable of being mounted on the stand in question promptly for immediate use in case of emergency. For the latter case, no gyro-repeater is necessary to be kept in the emergency steering position.

2. Special Requirements of Individual Flag Administrations

2.1 For ships flying the flags of Bahamas and Kuwait

A gyro-repeater should always be fitted on the respective stand in the emergency steering gear positions.

2.2 For ships flying the flag of Vanuatu

If it is not possible to fit either a gyro-repeater or a gyro-repeater stand, a magnetic compass would be accepted by the government provided that it is permanently fitted and corrected with flinders bars, and other correcting devices, and is maintained properly adjusted and calibrated at all times.

The End