

Subject:

Means to Supply Heading Information to
Emergency Steering Position under
1981 SOLAS Amendments for Non-Japanese
flag ships.

NK TECHNICAL INFORMATION

No. 25

Date: 26 October, 1984

To Shipowners and Shipbuilders concerned

This is to inform you that the interpretations of the provision of paragraph (f), Regulation 12, Chapter V of the 1981 SOLAS Amendments regarding "means to supply heading information to emergency steering positions", have been established by the governments concerned, and are as follows:

1. "emergency steering position" is any position from where the steering gear may be operated other than the normal or primary steering position on navigating bridge. The steering compartment provided with means to control the steering gear is regarded as "emergency steering position".
2. Either a gyro repeater or a magnetic compass (A portable magnetic compass may be accepted) which is of type approved in accordance with IMO Resolution A424(XI) and A383(X) respectively should be provided in "emergency steering position" to supply heading information there. In case where gyro repeater solution is taken for ships flying flags of other than Greece, a gyro repeater itself may, however, not necessarily be fixed at the emergency steering position provided that wiring arrangement is made between navigating bridge and emergency steering positions and a gyro repeater normally placed in navigating bridge is readily available at the emergency steering position in case of emergency.
3. The above applies to both new and existing ships as defined under the 1981 SOLAS Amendments.

Though the Society's Surveyor will examine the ship to ascertain that the ship to which the 1981 SOLAS Amendments apply complies with the above mentioned interpretations at the time of a Cargo Ship Safety Equipment Survey which is to be held at first hereafter, it is suggested to the owners that the above arrangement be made at the earliest opportunity.

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