

SHIP SAFETY DIVISION International Safety Management (ISM)

ISM-Circular 02-2009
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To: All shipowners, shipoperators, designated persons and recognized organisations of German ships

Sub.: Rate-of-Turn Indicators / SOLAS regulation V/19.2.9.1

Application: Ships of 50,000 GT and upwards

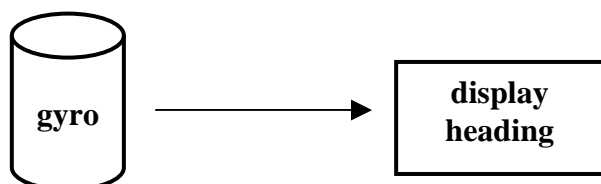
ISM-Code Reference: Section 1.2.3 & 10.1

Remark: It is not required to carry a copy of this circular on board of German ships

This circular includes interpretations and definitions with respect to Rate-of-Turn Indicators (ROTI) carried on board of German ships.

General

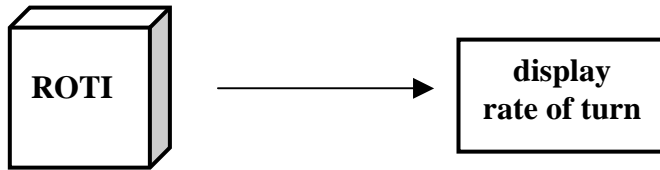
SOLAS Reg. V/19.2.5.1 requires that ships of 500 GT and upwards shall have a gyro-compass, or other means, to determine and display their heading.



(Picture 1)

SOLAS Reg. V/19.2.9.1 requires that ships of 50,000 GT and upwards shall have a rate of turn indicator, or other means, to determine and display the rate of turn.

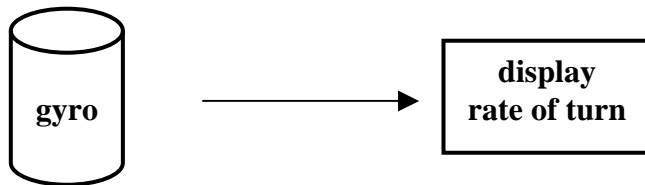
- Determine and display rate of turn by ROTI



(Picture 2)

or

- Determine and display rate of turn by other means, e.g. gyro



(Picture 3)

Interpretation

Based on the above-mentioned requirements all German flagged ships of **50,000 GT and upwards** shall have equipment to determine and display their heading and rate of turn as follows:

- To fulfil V/19.2.5.1: a gyro-compass, or other means, to determine and display their heading by shipborne non-magnetic means.

and in addition to fulfil V/19.2.9.1

- A rate-of-turn indicator approved in accordance with IMO resolution A.526(13) to determine and display the rate of turn. (picture 2)

or

- A second gyro-compass as 'other means' to determine and display the rate of turn. Remark: This second gyro-compass cannot be credited to fulfil the regulation V/19.2.5.1 and has to be approved in accordance with IMO resolution A.526(13). (picture 3)

Conclusion

Navigational equipment installed to determine and display the heading of the ship cannot be accepted at the same time as equipment to determine and display the rate of turn (Picture 4), as this is not in compliance with:

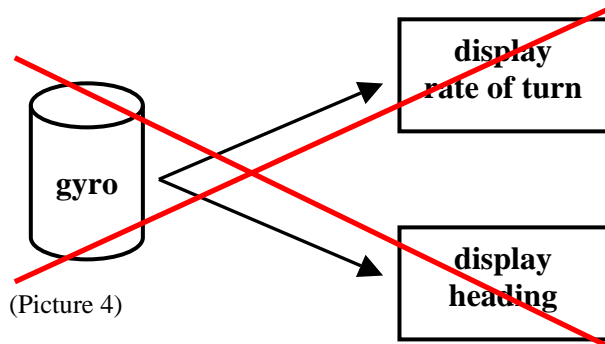
➤ SOLAS Reg.V/19.2.9

*'All ships of 50,000 gross tonnage and upwards shall, **in addition** to meeting the requirements of paragraph 2.8 (2.7; 2.5)*

and

➤ SOLAS Reg.V/19.6

'.....in case of failure in one part of an integrated navigational system, it shall be possible to operate each other individual item of equipment or part of the system separately'



Shipowners, shipmanagers, designated persons and recognized organisations are requested to take note of this circular and ensure compliance with the above-mentioned requirements.

This circular can be found on our website:

<http://www.see-bg.de/schiffssicherheit/isme/#ism>

Ship Safety Division