



Convention for Safety of Life at Sea 1974, as amended

**Equivalent arrangement accepted under the authority of regulation I/5
for regulation V/19.2.1.1 and regulation V/19.2.2.1**

Statement by the Government of the Netherlands

Introduction

1. Regulation V/19.2.1.1 of the International Convention for the Safety of Life at Sea, 1974 (the Convention), requires for all ships:
 - .1 a properly adjusted standard magnetic compass, or other means, independent of any power supply to determine the ship's heading and display the reading at the main steering position.
2. Regulation V/19.2.2.1 of the International Convention for the Safety of Life at Sea, 1974 (the Convention), requires for all ships of 150 gross tonnage and upwards and passenger ships irrespective of size, in addition to the requirements of regulation V/19.2.1.1:
 - .1 a spare magnetic compass interchangeable with the magnetic compass, as referred to in regulation V/19.2.1.1, or other means to perform the function referred to in regulation V/19.2.1.1 by means of replacement or duplicate equipment.
3. It is the view of the Government of the Netherlands that, with reference to SOLAS regulation V/19.2.1.1 and regulation V/19.2.2.1, a properly adjusted magnetic compass and a spare magnetic compass may be replaced by equipment with an equivalent level of assurance of determining the ship's heading and displaying the reading at the main steering position.

Equivalent arrangement

4. In view of the above, the Government of the Netherlands gives notification of the following equivalent arrangement to regulation V/19.2.1.1 and regulation V/19.2.2.1, under the provision of regulation I/5 of the Convention:

“Ships may carry equipment with an equivalent assurance of determining the ship's heading and displaying the reading thereof at the main steering position instead of the fitting of a properly adjusted standard magnetic compass, or other means, independent of any power supply and a spare magnetic compass, or other means to perform the function referred to in regulation V/19.2.1.1, interchangeable with the magnetic compass.”
5. The Equivalent arrangement may be applied under the condition that the ship:
 - a) Is fitted with two gyro compasses to determine the ship's heading and display its reading at the main steering position;
 - b) The gyro compasses are type-approved in accordance with the EU Marine Equipment Directive and relevant international standards;



- c) Both gyro compasses shall be installed each with their own main- and emergency-power supply, both power supplies completely independent from each other, and avoidance of any single point of failure in the electrical circuits;
- d) Each gyro compass shall also be connected to an individual UPS with a minimum of 30 minutes of reserve capacity;
- e) Both gyro compasses shall provide course output to the autopilot and all heading- & bearing repeaters with "automatic take-over" in the event of failure (not caused by power supply failure) of the gyro compass in use.

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