



STATUTORY INSTRUMENTS.

S.I. No. 311 of 2024

MERCHANT SHIPPING (SOLAS V – NAVIGATIONAL EQUIPMENT)
RULES 2024

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S.I. No. 311 of 2024

**MERCHANT SHIPPING (SOLAS V - NAVIGATIONAL EQUIPMENT)
RULES 2024**

I, JACK CHAMBERS, Minister of State at the Department of Transport, in exercise of the powers conferred on me by section 18 (inserted by section 9 of the Merchant Shipping Act 2010 (No. 14 of 2010)) of the Merchant Shipping (Safety Convention) Act 1952 (No. 29 of 1952) (as adapted by the Transport, Tourism and Sport (Alteration of Name of Department and Title of Minister) Order 2020 (S.I. No. 351 of 2020)) and the Transport (Delegation of Ministerial Functions) Order 2024 (S.I. No. 225 of 2024), hereby make the following rules:

Citation

1. These Rules may be cited as the Merchant Shipping (SOLAS V – Navigational Equipment) Rules 2024.

Definitions

2. In these Rules—

“AIS” means an automatic identification system, which is an automated, short range, coastal tracking system used on ships and by vessel traffic services for identifying and locating vessels by electronically exchanging data with other nearby ships and vessel traffic service stations;

“constructed” in respect of a ship, means a stage of construction where:

- (a) the keel is laid;
- (b) construction identifiable with a specific ship begins; or
- (c) assembly of that ship has commenced comprising at least 50 tonnes or 1 per cent of the estimated mass of all structural material, whichever is less;

“fishing vessel” means any ship or boat registered in the State, of any nature whatsoever, irrespective of the form of ownership, used or intended to be used for the purpose of commercial fishing;

“IMO” means International Maritime Organisation;

“interference” in relation to any radio installation required by these Rules means the effect of unwanted energy due to one or a combination of emissions, radiations, or inductions upon reception in a radiocommunication system, manifested by any performance degradation, misinterpretation or loss of information which could be extracted in the absence of such unwanted energy;

“Marine Equipment Directive” means Directive 2014/90/EU of the European Parliament and of the Council of 23 July 2014 on marine equipment¹;

¹ OJ L 257, 28.8.2014, p. 146–185

“partially smooth waters” means the waters of the areas specified in column 3 of the Schedule to the Merchant Shipping (SOLAS V – Ships Manning and Watchkeeping) Regulations 2023 (S.I. No. 314 of 2023), with the restriction, if any, as to time and type of vessel specified in that column in relation to those waters;

“Passenger Certificate Class IIA” means a certificate issued under or pursuant to the Merchant Shipping Acts 1894 to 2022 for ships engaged on voyages of any kind other than international voyages;

“Passenger Certificate Class III” means a certificate so issued for ships engaged only on voyages in the course of which they are at no time more than 70 miles by sea from their point of departure and not more than 18 miles from the coast of the State, and which are at sea only in favourable weather and during restricted periods;

“Passenger Certificate Class IV” means a certificate issued under or pursuant to the Merchant Shipping Acts 1894 to 2022 for ships engaged on voyages (which are not international voyages) in partially smooth or in smooth and partially smooth waters;

“Passenger Certificate Class V” means a certificate so issued for ships engaged only on voyages in smooth waters;

“Passenger Certificate Class VI” means a certificate so issued for ships engaged on voyages (which are not international voyages) with not more than 250 passengers on board, to sea, or in smooth or in partially smooth waters, in all cases in fine weather and during restricted periods, in the course of which the ships are at no time more than 15 miles, exclusive of any smooth waters, from their point of departure nor more than 3 miles from land;

“passenger ship” means a ship carrying more than 12 passengers;

“pleasure craft” means a vessel primarily used for sport or recreation;

“radar watch” means observing displayed radar information, the frequency of observation depending upon the prevailing conditions;

“recognised organisation” means an organisation recognised in accordance with Regulation (EC) No. 391/2009 of the European Parliament and of the Council of 23 April 2009²;

“restricted period” means a period falling wholly within the following limits:

- (a) from the 1 April to 31 October, both dates inclusive; and
- (b) between one hour before sunrise and one hour after sunset in the case of ships fitted with navigation lights conforming to the collision regulations and between sunrise and sunset in the case of any other ships;

“safe distance” in relation to a unit of equipment, means the minimum distance, approved by the Minister and specified on that unit, at which the unit should be installed from a magnetic compass, in order to minimise deviation to the compass;

² OJ L 131, 28.5.2009, p. 11–23

“sea” does not include any partially smooth waters;

“ship” means:

- (a) all sea-going Irish cargo ships of 150 gross tonnage or greater;
- (b) all Irish passenger ships regardless of size other than:
 - (i) passenger ships for which a certificate was issued under the European Union (Passenger Ships) Regulations 2019 (S.I. No. 676 of 2019),
 - (ii) the Merchant Shipping (Passenger Ships) Rules 2020 (S.I. No. 640 of 2020), or
 - (iii) passenger ships with a Passenger Certificate Class V;
- (c) other sea-going ships of 150 gross tonnage or greater while they are within the State or the territorial waters thereof;

but does not include warships, naval auxiliaries and other ships owned or operated by the State and used for non-commercial service, fishing vessels or pleasure craft not engaged in trade;

“smooth waters” means any waters not being the sea or partially smooth waters, and, in particular, means waters of any of the areas specified in column 2 of the Schedule to the Merchant Shipping (SOLAS V – Safe Manning and Watchkeeping) Regulations 2023 (S.I. No. 314 of 2023).

Application

3. (1) Subject to paragraph (2), these Rules apply to ships constructed before 1 July 2002.

(2) These Rules shall not apply to a ship constructed before 1 July 2002 where that ship fully complies with the Merchant Shipping (SOLAS V – Navigational Equipment) (No. 2) Rules 2024 (S.I. No. 312 of 2024).

(3) A rigidly connected composite unit of a pushing vessel and associated pushed vessel, when designed as a dedicated and integrated tug and barge combination, shall be regarded as a single ship for the purpose of these Rules.

Compliance

4. (1) All navigational equipment and systems required under these Rules, including associated back-up arrangements where applicable, shall, in respect of a ship registered in the State, be of a type approved by the Minister or by a recognised organisation authorised to act on behalf of the Minister.

(2) Any equipment or systems installed on or after 1 September 1984 shall comply with performance standards and functional requirements not inferior to those adopted by the IMO.

(3) Any equipment or systems installed before 1 September 1984, shall, in so far as is reasonable and practicable, comply with paragraph (2).

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(4) The Minister may exempt a ship from complying in full with the performance standards adopted by the IMO where systems and equipment were installed prior to the adoption of such performance standards, provided that the equipment performs equivalent functions as required by the IMO or other accepted performance standards.

(5) Paragraph (4) does not apply in the case of an Electronic Chart Display and Information System.

(6) When navigational equipment, for which performance standards have been developed by the IMO, is carried on a ship in addition to the navigational equipment required under these Rules, such equipment shall—

- (a) in respect of ships registered in the State, be of a type approved by the Minister or by a recognised organisation authorised to act on behalf of the Minister, and
- (b) as far as practicable, comply with performance standards not inferior to those adopted by the IMO.

Navigational equipment

5. (1) Every ship shall be fitted with a receiver for a global navigation satellite system suitable for use at all times throughout the intended voyage to establish and update the ship's position by automatic means.

(2) Every ship when engaged on an international voyage shall be fitted with a daylight signalling lamp which shall not be solely dependent on the ship's main source of electrical power.

(3) When engaged on an international voyage, every ship of 500 gross tonnage or greater shall be fitted with a device to indicate speed and distance.

(4) Every ship of 500 gross tonnage or greater shall be fitted with indicators showing the rudder angle, the rate of revolution of each propeller and, if fitted with variable pitch propellers or lateral thrust propellers, the pitch and operational mode of such propellers. All these indicators shall be readable from the conning position.

(5) Every ship of 100,000 gross tonnage or greater shall be fitted with a rate of turn indicator, the display of which shall, where practicable, be sited on the bridge in a position to facilitate easy access and viewing, and where the effect of any lighting necessary for the equipment does not interfere with the keeping of an effective look-out.

(6) Every ship shall be fitted with a bridge navigational watch alarm system which shall be in operation whenever the ship is underway at sea.

Automatic identification system (AIS)

6. (1) Each of the following shall be fitted with an AIS:

- (a) cargo ships of 300 gross tonnage or greater engaged on international voyages,

- (b) cargo ships of 500 gross tonnage or greater not engaged on international voyages, and
 - (c) passenger ships, irrespective of size.
- (2) Every AIS shall:
- (a) provide automatically to appropriately equipped shore stations, other ships and aircraft information, including the ship's identity, type, position, course, speed, navigational status and other safety related information;
 - (b) receive automatically such information from similarly fitted ships;
 - (c) monitor and track ships; and
 - (d) exchange data with shore-based facilities.
- (3) The requirements of paragraph (2) shall not apply where international agreements, rules or standards provide for the protection of navigational information.
- (4) AIS shall be operated taking into account the guidelines adopted by the IMO.
- (5) Every ship fitted with AIS shall maintain AIS in operation at all times except where international agreements, rules or standards provide for the protection of navigational information.
- (6) For ships registered in the State, the AIS shall be subjected to an annual test to be conducted by a surveyor approved by the Minister, a recognised organisation or by an approved testing or servicing facility acting on his or her behalf. A copy of the test report shall be retained on board the ship for inspection and shall at a minimum contain verification of the—
- (a) correct programming of the ship static information,
 - (b) correct data exchange with connected sensors, and
 - (c) radio performance by radio frequency measurement and on-air test.

Voyage data recorder (VDR)

7. (1) When engaged on an international voyage—
- (a) every passenger ship, and
 - (b) every ship, other than a passenger ship, of 3,000 gross tonnage and greater,
- shall be fitted with a VDR.
- (2) In the case of subparagraph (1)(b), the VDR may be a simplified VDR.
- (3) For ships registered in the State, the VDR, including all sensors, shall be subjected to an annual performance test to be conducted by an approved testing or servicing facility in order to verify the accuracy, duration and recoverability of the recorded data. This will include an inspection and tests to determine the

serviceability of the protective enclosures and devices fitted to aid location. A copy of the certificate of compliance issued by the approved testing or servicing facility, stating the date of compliance and the applicable performance standards, shall be retained on board the ship for inspection.

(4) The Minister may exempt a ship, other than a ro-ro passenger ship, from being fitted with a VDR where it can be demonstrated that interfacing a VDR with the existing equipment on the ship would be unreasonable and impracticable.

Long-range identification and tracking of ships (LRIT)

8. (1) When engaged on an international voyage, and subject to the provisions of paragraph (2), every cargo ship of 300 gross tonnage or greater, including offshore drilling units and every passenger ship must be fitted with a system to automatically transmit the following information:

- (a) the identity of the ship,
- (b) the position of the ship (Latitude and Longitude), and
- (c) the date and time of the position provided.

(2) Ships fitted with an AIS and operated exclusively within sea area A1 as defined in Regulation 2.1.15 of Chapter IV of the Safety Convention do not have to comply with this Rule.

(3) Systems and equipment used to meet the requirements of this Rule, shall be capable of being switched off on board or be capable of ceasing the distribution of LRIT information—

- (a) where international agreements, rules or standards provide for the protection of navigational information; or
- (b) in exceptional circumstances and for the shortest duration possible where the operation is considered by the master to compromise the safety or security of the ship. The master shall inform the Minister without undue delay and make an entry in the record of navigational activities and incidents maintained in accordance with Regulation 28 of Chapter V of the Safety Convention, setting out the reasons for the decision and indicating the period during which the system or equipment was switched off.

(4) Ships which are using radiocommunications equipment for the purpose of transmitting LRIT information, and where duplicate sets of equipment are fitted on board, should use only one set of equipment for transmitting LRIT information.

(5) In this Rule, “cargo ship” includes FPSO and FSU propelled by mechanical means of less than 300 gross tonnage engaged on international voyages.

Magnetic compass installation and performance standards

9. (1) Except in the case of ships having Passenger Certificates of Class IV or VI, every ship registered in the State, including those less than 150 gross tonnage, shall be fitted with:

- (a) a standard magnetic compass, fitted on the centre line of the ship and mounted on a binnacle,
- (b) a steering magnetic compass, fitted on the centre line of the ship and mounted on a binnacle, unless heading information provided by the standard compass under subparagraph (a) is made available and is clearly readable by the helmsman at the main steering position,
- (c) adequate means of communication between the standard compass position and the normal navigation control position to the satisfaction of the Minister, and
- (d) means for taking bearings as nearly as practicable over an arc of the horizon of 360°.

(2) Ships registered in the State having Passenger Certificates of Class IV and VI shall be fitted with one efficient magnetic compass at the steering position.

(3) Each of the magnetic compasses referred to in paragraph (1) shall be properly adjusted and its table or curve of residual deviations shall be available at all times.

(4) A spare magnetic compass, interchangeable with the standard compass, shall be carried, unless a steering compass mentioned in paragraph (1)(b) or a gyro compass is fitted

Emergency steering positions

10. (1) Every ship provided with emergency steering positions shall at least be provided with a telephone or other means of communication for relaying heading information to such positions.

(2) Every ship of 500 gross tonnage or greater constructed on or after 1 February 1992, shall be provided with arrangements for supplying visual compass readings to the emergency steering position.

Gyro compass installation

11. (1) Every ship of 500 gross tonnage or greater shall be fitted with a gyro compass.

(2) On ships of 1,600 gross tonnage or greater, a gyro repeater or gyro repeaters shall be provided and shall be suitably placed for taking bearings as nearly as practicable over an arc of the horizon of 360°.

(3) The master gyro compass or a gyro repeater shall be clearly readable by the helmsman at the main steering position.

(4) The master compass shall be installed with its fore-and-aft datum line parallel to the ship's fore-and-aft datum line to within $\pm 0.5^\circ$.

(5) Where provided, repeaters used for taking visual bearings shall be installed with their fore-and-aft datum lines parallel to the ship's fore-and-aft datum line to within $\pm 0.5^\circ$.

(6) The master compass shall be sited so as to avoid, where practicable, excessive errors being caused to the gyro compass installation due to the ship rolling, pitching or yawning.

(7) Where in a gyro compass installation, failure of one repeater could cause an error in any other repeater, a readily accessible means shall be provided for isolating each repeater output from the master compass.

Radar installation

12. (1) Subject to paragraphs (2) and (3), every ship of 500 gross tonnage or greater shall be fitted with a radar installation which shall be capable of operating in the 9 GHz frequency band.

(2) When engaged on an international voyage, every cargo ship of 300 gross tonnage or greater and every passenger ship, irrespective of size, shall comply with paragraph (1).

(3) Ships of 10,000 gross tonnage or greater shall be fitted with two radar installations each capable of being operated independently of the other, and one of which shall be capable of operating in the 9 GHz frequency band.

(4) Facilities for plotting radar readings shall be provided on the navigating bridge of every ship required to be fitted with a radar installation. In ships of 1,600 gross tonnage or greater constructed on or after 1 September 1984 the plotting facilities shall be at least as effective as a reflection plotter.

(5) Ships of 10,000 gross tonnage or greater shall be fitted with an automatic radar plotting aid and with a device to indicate speed and distance through the water.

(6) Where a radar installation includes additional radar units and facilities for inter-switching, at least one arrangement of units when used together shall comply with all of the requirements of this rule.

(7) While a ship registered in the State which is required to be fitted with an installation is at sea and a radar watch is being kept, the radar installation shall be under the control of a qualified radar observer, who may be assisted by unqualified personnel.

(8) The performance of the radar installation shall be checked before the ship proceeds to sea and at least once every four hours whilst the ship is at sea and radar watch is being maintained.

(9) Every radar installation required to be provided shall comply with the performance standards adopted by the IMO and in respect of ships registered in the State, the Marine Equipment Directive as appropriate.

Qualifications of radar observers and radar maintenance personnel

13. For the purposes of these Rules a person shall be deemed a “qualified radar observer” if he or she holds a:

- (a) valid Radar Observer's Certificate granted by the Minister,
- (b) valid certificate of attendance granted at the conclusion of a programme for Navigation Aids and Equipment Simulator Training at the operational level (NAEST (O)) approved by the Minister,
- (c) valid Electronic Navigation Systems Certificate granted by the Minister, or
- (d) certificate recognised by the Minister as being equivalent to any of the certificates mentioned in paragraph (a), (b) or (c).

Siting of radar installation

14. (1) The antenna unit of the radar installation shall be sited so that satisfactory overall performance is achieved in relation to the:

- (a) avoidance of shadow sectors;
- (b) avoidance of false echoes caused by reflections from the ship's structure; and
- (c) effect of antenna height on the amplitude and extent of sea-clutter.

(2) The radar display shall be sited on the bridge from which the ship is normally navigated. The siting of one of the displays shall be such that:

- (a) an observer, when viewing the display, faces forward and is readily able to maintain visual lookout, and
- (b) there is sufficient space for two observers to view the display simultaneously.

(3) The radar installation shall, where practicable, be mounted so as to prevent the performance and reliability of the installation being adversely affected by vibration and so that the installation will not, whilst in service normally be subject to greater vibration than that specified in the Marine Radar Performance Standard.

Alignment of heading marker

15. The radar reading marker (and stern marker if fitted) shall be aligned to within 1° of the ship's fore-and-aft line as soon as practicable after the radar installation has been installed in the ship. Where inter-switching facilities are provided, the heading marker shall be aligned with all arrangements of units. The marker shall be realigned as soon as practicable whenever it is found to be substantially inaccurate.

Measurement of shadow sectors

16. The angular width and bearing of any shadow sectors displayed by the radar installation shall be determined and recorded. The record shall be shown on a diagram adjacent to the radar display and be kept up to date following any change likely to affect shadow sectors.

Echo sounder installation

17. (1) Every ship of 500 gross tonnage or greater shall be fitted with an echo-sounding device.

(2) Every ship registered in the State having a Passenger Certificate of Class IIA or Class III shall comply with paragraph (1) or be provided with two hand lead lines each 45 metres long and each with a lead weighing at least 3 kilograms and in the case of a ship of 1,600 gross tonnage or greater having a Passenger Certificate of Class IIA, an efficient mechanical depth sounding device.

(3) The transducer unit or units of such echo sounder installation shall be sited so as to avoid, where practicable, the vicinity of all underwater openings in, or projections from, the hull, such as plugs, anodes or other transducers, so that satisfactory overall performance is achieved.

(4) The echo sounder graphical display shall, where practicable, be sited on the bridge in a position to facilitate easy access and viewing, and where the effect of any lighting necessary for the equipment does not interfere with the keeping of an effective look-out.

Speed and distance measuring installation

18. (1) Where applicable, the transducer unit of the speed and distance measuring installation shall be sited so as to avoid, where practicable, the vicinity of all underwater openings in, or projections from, the hull, such as plugs, anodes or other transducers, so that satisfactory overall performance is achieved.

(2) Where a towed log is fitted, the position of the log register shall be selected so that the log line and its rotator when streamed are as clear as is practicable from disturbed water in the close vicinity of the ship and so that the rotation of the log line is not impeded by any part of the ship or its equipment.

(3) The display shall where practicable be sited on the bridge in a position to facilitate easy access and viewing and where the effect of any lighting necessary for the equipment does not interfere with the keeping of an effective look-out.

Automatic radar plotting aid installation

19. (1) Where the automatic radar plotting aid installation is provided as an additional unit to a radar installation, it shall be sited as close as is practicable to the display of the radar with which it is associated.

(2) Where the automatic radar plotting aid installation forms an integral part of a complete radar system, that radar system shall be regarded as a radar

installation as required by paragraph (1) or (3) of Rule 12 and shall comply with the requirements of Rules 12 to 16.

(3) The automatic radar plotting aid installation shall be interconnected with such other installations as is necessary to provide heading and speed information to the automatic radar plotting aid.

Use of an automatic radar plotting aid to assist in the radar watch

20. (1) When a ship registered in the State fitted with an automatic radar plotting aid is at sea and a radar watch is being kept on the automatic radar plotting aid, the installation shall be under the control of a person qualified in the operational use of automatic radar plotting aids, who may be assisted by unqualified personnel.

(2) For the purposes of paragraph (1), a person shall be deemed to be qualified in the operational use of automatic radar plotting aids if he or she holds a qualification referred to in Rule 13.

Electronic chart display and information system (ECDIS)

21. When engaged on an international voyage, every ship in the following categories shall be fitted with an ECDIS:

- (a) passenger ships of 500 gross tonnage or greater;
- (b) tankers of 3,000 gross tonnage or greater;
- (c) cargo ships, other than tankers, of 10,000 gross tonnage or greater.

Serviceability of installations

22. (1) Navigational systems and equipment offering alternative modes of operation shall indicate the actual mode of use.

- (2) Navigational systems and equipment referred to in these Rules shall–
 - (a) be installed, tested and maintained in efficient working order so as to minimise malfunction, and
 - (b) be in a satisfactory working condition whenever the ship goes to sea, provided that–
 - (i) except in respect of magnetic compass, this requirement shall not apply when a ship is going to sea from a place at which prompt maintenance is not available or practicable without delaying the ship; and
 - (ii) the master makes suitable arrangements to take the inoperative equipment or unavailable information into account in planning and executing a safe voyage to a port where repairs can take place.

(3) Each navigational equipment installation required by these Rules shall, where practicable, be mounted in such a manner as to prevent the performance and reliability of the installation being adversely affected by vibration.

(4) Units of each navigational equipment installation required by these Rules shall, where practicable, be sited in positions which facilitate easy access for operation and maintenance.

(5) Integrated bridge systems shall be so arranged that failure of one sub-system is brought to the immediate attention of the officer in charge of the navigational watch by audible and visual alarms and does not cause failure to any other sub-system.

(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.

Interference with other installations

23. (1) At no time while the ship is at sea shall any interference or mechanical noise produced by any navigational equipment installation required by these Rules be such as to prevent the effective reception of radio signals.

(2) At no time while the ship is at sea shall any interference or mechanical noise produced by any equipment in the ship be sufficient to prevent the efficient operation of any navigational equipment installation required by these Rules.

(3) Units of navigational equipment installations, where practicable, shall not be installed closer to the ship's standard and steering compass than the appropriate safe distance marked on the unit. Where the safe distance is not marked on the unit, units shall not be installed closer to a magnetic compass than the distance specified for the time being by the Minister.

(4) Electrical and electronic equipment shall be so installed that electromagnetic interference does not affect the proper function of navigational systems and equipment.

(5) Portable electrical and electronic equipment shall not be operated on the bridge if it may affect the proper function of navigational systems and equipment.

Provision of electrical energy

24. (1) There shall be provided in every ship at all times while the ship is at sea and at all reasonable times when it is in port, a supply of electrical energy suitable and sufficient for the operation of the navigational equipment installations required by these Rules, for testing purposes and for the charging of any rechargeable batteries which are a source of electrical energy for the navigational equipment installations.

(2) The supply of electrical energy shall not exceed the limits set out below:

AC supplies: variation from nominal voltage of $\pm 10\%$

variation from nominal frequency of $\pm 6\%$

DC supplies: variation from nominal voltage:

110/220V supplies, + 10%, -20%

24/32V supplies, + 30%, -10%

(3) Readily accessible means shall be provided for isolating each navigational equipment installation from its source of electrical energy without causing any interruption to, or adversely affecting, the supply of electrical energy to any other equipment.

(4) Where a ship is required to be provided with two radar installations—

- (a) they shall be so installed that failure of either radar installation shall not cause the supply of electrical energy to the other radar installation to be interrupted or adversely affected; and
- (b) on ships constructed on or after 25 May 1980, both radar installations shall be capable of being operated one at a time from the ship's emergency source of electrical energy, if provided.

Charging of batteries

25. (1) If rechargeable batteries are provided on a ship as a source of electrical energy for any part of the navigational equipment installations, adequate means shall be provided on board the ship for the charging of such batteries from the ship's main source of electrical energy.

(2) Any such battery when not in use shall be capable of being fully charged within a period of not more than 16 hours by the means of charging required by paragraph (1).

(3) When any such battery is float-charged whilst in use, the voltage used for charging the battery shall be within the limits set out in paragraph (2) of Rule 24.

(4) If any navigational installation derives electrical energy for internal circuits from non-rechargeable batteries, failure of such batteries, where practicable, shall not cause malfunction of the installation. Where this is not practicable, the installation shall be provided with means to test the condition of such batteries.

Servicing and operating information

26. Adequate information and instructions as to the use and maintenance of every navigational equipment installation required by these Rules shall be provided by the owner and shall be available at all times for use when the particular installation is being operated, tested or serviced. Provided that in ships registered in the State such information and instructions shall be in English.

Spares and tools

27. For each navigational equipment installation required by these Rules there shall be supplied such special tools and equipment as are necessary for

shipboard maintenance and such spares as are likely to be required for the duration of the intended voyage.

Exemptions

28. The Minister may grant to individual ships or classes of ships exemptions of a partial or conditional nature from any of the provisions of these Rules. Any such exemption may be granted where the length and nature of the voyage, the absence of general navigation hazards, the effect such an exemption would have upon the safety of all other ships and any other conditions affecting safety are such as to render the full application of the Rules unreasonable or unnecessary.

Revocation

29. The following are revoked:

- (a) the Merchant Shipping (Navigational Equipment) Rules 1985 (S.I. No. 280 of 1985), and
- (b) the Merchant Shipping (Navigational Equipment) (Amendment) Rules 1990 (S.I. No. 84 of 1990).

GIVEN under my hand,
25 June 2024

JACK CHAMBERS
Minister of State at the Department of Transport.

EXPLANATORY NOTE

(This note is not part of the Instrument and does not purport to be a legal interpretation.)

These Rules apply to ships constructed before 1 July 2002, except where such ships fully comply with the Rules made by the Minister relating to ships constructed on or after 1 July 2002, and set out the minimum requirements for navigational equipment and systems for such ships which must conform to relevant performance standards adopted by the International Maritime Organisation. These Rules revoke the Merchant Shipping (Navigational Equipment) Rules 1985 (S.I. No. 280 of 1985) and the Merchant Shipping (Navigational Equipment) (Amendment) Rules 1990 (S.I. No. 84 of 1990) and restate the provisions of those Instruments with amendments necessary to give effect to the amendments to the International Convention for the Safety of Life at Sea 1974 which apply to ships constructed on or before 1 July 2002.

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