Regulation of 15 September 1992 No. 701 concerning Navigational Aids and Arrangements on the Bridge and in the Wheelhouse, and Communication Equipment in the Wheelhouse of Ships


Chapter 1
General provisions

§ 1
Scope of application

(1) This Regulation applies to Norwegian ships, with the specifications referred to in the second to seventh paragraphs.

(2) This regulation shall apply to:
   a) new passenger ships irrespective of size, and cargo ships of 15 metres and upwards in overall length;
   b) new cargo ships of less than 15 metres in length, as set out in the individual sections; and
   c) new barges of 50 gross tonnage and upwards for which a trading certificate is required unless otherwise provided by the individual sections.

(3) The provisions shall apply to ships engaged on international or domestic voyages, unless otherwise specified.

(4) The regulation does not apply to fishing vessels but shall apply to pleasure craft as set out in the individual sections.

(5) Existing convention ships and barges shall comply with
   a) the provisions of the conventions applicable at the time of the construction of the ship or barge;
   b) any subsequent amendments to the conventions made applicable to existing ships or barges; and
   c) the relevant national provisions pertaining to convention ships in accordance with the present regulation.

(6) Existing non-convention ships and barges of the same type and size as referred to in the first paragraph above shall in general comply with the provisions of the regulations applicable at the time of the construction of the ship or barge, with any amendments made applicable to existing ships or barges. These provisions need not be more strictly enforced than expressed by this regulation, provided that the standard of safety laid down in the regulation is maintained.

(7) Existing ships and barges shall comply with the provisions of the present regulation when equipment is replaced or arrangements are altered.

Amended by Regulations of 1 June 2004 No. 813 and 29 June 2007 No. 1006 (in force on 1 July 2007).

§ 2
Definitions

For the purpose of this regulation, the following definitions shall apply:

1. Accepted: Equipment accepted by the Norwegian Maritime Directorate on the background of approval or type approval of the equipment by:
   a) a recognized classification society,
   b) a Notified Body,
   c) another public/private institution specified by name, or
   d) the administration in a country which has ratified the SOLAS Convention.
2. **Automatic identification system (AIS):** A system which enables the exchange of information on the ship’s identity, type, position, course, speed, navigational status and other safety-related information between ships fitted with AIS and between ships and shore-based AIS facilities.

3. **Authorized radar plotting aid (ARPA):** An installation which processes received data and gives information for the purpose of avoiding collisions.

4. **Authorized:** Authorized by the Norwegian Maritime Directorate. Otherwise the definitions contained in the SOLAS Convention, Chapter I, regulation 2 shall apply. Any reference in the SOLAS Convention to «the Administration» shall be taken to mean the Norwegian Maritime Directorate, or whoever is authorized by the Norwegian Maritime Directorate.

5. **Gross tonnage:** The number entered as gross tonnage in the Tonnage Certificate. If safety tonnage is entered in the remarks column of the Tonnage Certificate, this tonnage shall be used as gross tonnage.

6. **Built:** At a stage of construction where:
   a) the keel is laid; or
   b) the construction of a specific ship can be established as having commenced; or
   c) the parts of the ship that have been put together comprise at least 50 tons or constitute 1% of the calculated weight of the building material, whichever is less.

7. **Existing ship:** A ship which is not a new ship, ref. subparagraph 22 below.

8. **Electronic position-fixing equipment:** Electronic equipment designed to fix a ship’s position by means of signals from terrestrial transmitters or satellites.

9. **Trade areas:** Trade areas as defined in the regulations currently in force concerning trade areas.

10. **Voyage data recorder (VDR):** Equipment which continuously and automatically records navigational and safety-related information, primarily for casualty investigation purposes.

11. **Approved:**
   a) In respect of equipment covered by the regulations currently in force concerning marine equipment: Typeapproved by a Notified Body and marked in accordance with the said Regulations.
   b) In respect of other equipment: Approved by the Norwegian Maritime Directorate.
   c) In respect of drawings: Approved by the Norwegian Maritime Directorate.

12. **High-speed craft:** A craft built in accordance with the revised IMO Resolution A.373(X) «Code of safety for dynamically supported craft».

13. **Passenger high-speed craft engaged on domestic voyages:** A craft certified to carry more than 12 passengers and capable of a maximum speed, in metres per second (m/s), equal to or exceeding 3.7\(\gamma\)0.1667 where \(\gamma\) = displacement corresponding to the design waterline (m\(^3\)), and capable of reaching a speed of 20 knots or more.

14. **Passenger high-speed craft engaged on international voyages:** A craft certified to carry more than 12 passengers and capable of a maximum speed, in metres per second (m/s), equal to or exceeding 3.7\(\gamma\)0.1667 where \(\gamma\) = displacement corresponding to the design waterline (m\(^3\)).

15. **Ro-ro passenger high-speed craft:** Passenger high-speed craft with ro-ro cargo spaces or special category spaces as defined in regulation II-2/3 of the SOLAS Convention, as amended, or a passenger high-speed craft with facilities to enable road or rail vehicles to roll on and off the craft.

16. **Domestic voyage:** A voyage from a port of a State to the same or another port within that State.

17. **Cargo ship:** A ship which is not a passenger ship, a fishing vessel or a barge. («Fishing vessel» means any vessel used commercially for catching fish, whales, seals or other living resources of the sea, including seaweed and sea tangle.)

18. **Length:** Overall length from the outboard side of the foremost part of the hull to the outboard side of the aftermost part of the hull.

19. **Navigation system:** An installation which processes received data and gives information on the ship’s position, the course to the desired destination and which also, where appropriate, is capable of keeping the ship in a fixed position (dynamic positioning).

20. **Nordic Boat Standard:** The common Nordic rules currently in force concerning commercial vessels of less than 15 metres length.

21. **Nordic approval:** Approval given by any of the Nordic countries, or by Det Norske Veritas, in accordance with Nordic Boat Standard for commercial vessels.

22. **New ship:** A ship the keel of which was laid, or which was at a similar stage of construction, on or after the date of entry into force of this regulation (1 November 1992).

23. **Passenger ship:** A ship that can carry more than 12 passenger or which is required to have official permission to carry passengers.

24. **Rousing and calling-up installation:** A separate or integrated rousing and calling-up installation with bridge priority enabling the bridge and the engine-room watch centre to rouse, call up and establish two-way telephone communication with other watch centres, cabins, mess-rooms and day rooms.

25. **Radio homing equipment:** Radio apparatus equipped to take bearings on other stations transmitting on distress telephony frequencies.

26. **Radio direction-finding apparatus:** Fixed radio apparatus equipped to take bearings on other stations in the radio navigation frequency and in the distress telegraphy frequency.

27. **Radio station:** A radiotelephony station, ship-earth station and/or telegraphy station in compliance with the regulations.
28. **Ro-ro passenger ship:** A passenger ship with ro-ro cargo spaces or special category spaces as defined in regulation II-2/3 of the SOLAS Convention, as amended, or a passenger ship with facilities to enable road or rail vehicles to roll on and off the ship.

29. **Regular service:** A series of passenger ship crossings operated so as to serve traffic between the same two or more ports, or a series of voyages from and to the same port without intermediate calls, either:
   a. according to a published timetable; or
   b. with crossings so regular and frequent that they constitute a recognizable systematic series.

30. **Heading or tracking control system (automatic pilot):** A device consisting of a steering unit, a compass, and a course monitor (off-course alarm), which makes it possible to keep the vessel on a preset course and to receive an alarm signal if the vessel deviates from its course.

31. **SOLAS Convention:** International Convention for the Safety of Life at Sea, 1974, as amended.

32. **Rules of the Road at Sea:** The rules for preventing collisions at sea, as contained in the regulations currently in force pertaining thereto.

33. **Additional wheelhouse:** A room outside the navigating bridge arrangement from where the ship can be steered and manoeuvred.

34. **Type-approved:**
   a. In respect of equipment covered by the Regulations of 29 December 1998 No. 1455 concerning marine equipment: Type-approved by a Notified Body and marked in accordance with the said Regulations.
   b. In respect of other equipment: A prototype approved by the Norwegian Maritime Directorate with or without random sample inspection of serial production.

35. **Casualty:** An accident, ref. the definition contained in the IMO Code for the Investigation of Marine Casualties.

36. **International voyage:** A voyage from a port of a State to a port outside that State, or conversely.

Amended by Regulations of 30 June 2003 No. 936 (effective from 1 July 2003), 1 June 2004 No. 813 and 29 June 2007 No. 1006 (in force on 1 July 2007).

### § 3 Duties

The company, master and other persons working on board shall perform their duties in accordance with the Ship Safety and Security Act and the supplementary provisions laid down in this Regulation.

Amended by Regulation of 29 June 2007 No. 1006 (in force on 1 July 2007).

### § 4 Exemptions

The Norwegian Maritime Directorate may, in individual cases and upon written application, grant exemption from the requirements of this regulation. There must be special reasons that make the exemption necessary and it must be justifiable in terms of safety. Exemptions can only be granted where they do not contravene international agreements to which Norway has acceded.

### Chapter 2

#### Drawings, approval and control

### § 5 Drawings, etc.

1. Drawings of newbuildings or converted ships of 15 metres and upwards in length, showing the arrangements and equipment required by this regulation, shall be submitted to the Norwegian Maritime Directorate, or to the classification society for cargo ships of 500 gross tonnage and upwards to be registered in the Norwegian International Ship Register, for consideration well before the commencement of construction or conversion.

2. Drawings shall show, in plane, profile and cross-section, the forward and after sections and the sides of the wheelhouse. Any additional wheelhouse and separate room/compartment for radio communication and/or dead reckoning, and also the deck above the wheelhouse, shall be shown. The drawings shall indicate the location of windows and exits, etc., and fixed and portable equipment, whether mandatory or optional. Antenna arrangements, lights, sound signalling apparatus, and fixed light signalling equipment shall be described in a separate drawing.

3. The drawings shall be on a scale of at least 1:50.

4. The drawings shall indicate the type and make or trademark of the equipment, and also give information about any approval body.
(5) In addition, one copy of drawings showing the unobstructed view of the sea surface forward, to the sides and aft of the wheelhouse and bridge wings when the ship is ballasted and when deck cargo is carried, shall be submitted to the Norwegian Maritime Directorate or to whoever is authorized by the Norwegian Maritime Directorate for information. Any blind sectors caused by cranes, posts, deck structures, window frames, arrangements in the wheelhouse and on bridge wings, etc. shall be shown. Reference is also made to IMO Res. A.708(17).

§ 6

Approval of equipment

Equipment required by the provisions of this regulation and Chapter V of the SOLAS Convention or IMO Resolution A.373(X) shall be type-approved or accepted, ref. § 2 subparagraphs 1 and 34. Instruction manuals and maintenance material, etc. for the shipboard equipment shall be carried on board.

§ 7

Functional control

For newbuildings and for converted ships, and for new installation of equipment, navigational aids shall undergo a functional test before the vessel is put into service. Tests shall be carried out in co-operation with a representative of the manufacturer.

Amended by Regulation of 29 June 2007 No. 1006 (in force on 1 July 2007).

Chapter 3

International requirements

§ 8

International requirements

(1) All ships to which this regulation applies shall comply with the requirements of the SOLAS- Convention, Chapter V, with the additions specified by this regulation. The requirements of the SOLAS Convention, Chapter II-1, regulation 42, paragraph 2.2, and regulation 43, paragraph 2.3, shall be complied with by convention ships.

(2) High-speed craft shall comply with the requirements for navigational aids and wheelhouse arrangements of IMO Assembly Resolution A.373(X).

(3) Vessels of less than 15 metres in length shall comply with the provisions of Nordic Boat Standard for commercial vessels.

(4) IMO Assembly resolutions, MSC circulars and ISO standards shall otherwise apply as specified in the individual sections. This regulation refers to the following resolutions, circulars and standards:

a) A.209(VII) Recommendation on information to be included in the manoeuvring book let.
b) A.223(VII) Performance Standards for radio direction-finding systems.
c) A.224(VII) Performance Standard for Echo-Sounding Equipment.
d) A.281(VIII) Recommendation on General Requirements for Electrical Navigational Aids.
e) A.342(IX) Recommendations for Performance Standards for Automatic Pilots.
f) A.373(X) Code of Safety for Dynamically Supported Craft.
g) A.382(X) Magnetic Compasses Carriage and Performance Standards.
h) A.422(XI) Performance Standards for Automatic Plotting Aids (ARPA).
i) A.424(XI) Performance Standards for Gyro Compasses.
k) A.478(XII) Performance Standards for Devices to Indicate Speed and Distance.
l) A.479(XII) Performance Standard for Shipborne Receivers for Use with Differential OMEGA.
m) A.574(14) Recommendation on General Requirements for Electronic Navigational Aids.
n) A.601(15) Provision and Display of Maneuvering Information on Board Ships.
o) A.708(17) Navigation Bridge Visibility and Functions.
p) A.795(19) Navigational Guidance and Information Scheme for Ro-Ro Ferry Operations.
q) A.861(20) Performance Standards for Shipborne Voyage Data Recorders (VDRs).
r) MSC Circ.403 Draft Guidelines on Navigation Bridge Visibility.
s) MSC Circ.566 Provisional guideline on the conduct of trials in which the officer of the navigational watch acts as the sole look-out in periods of darkness.
t) ISO Standard 8468 Ship’s Bridge Layout and Associated Equipment, Requirements and Guidelines.
u) IEC Standard no. 61996.
Navigational guidance and information scheme for ro-ro passenger ships engaged in regular service within the EEA

For ro-ro passenger ships engaged in regular service on international voyages from ports within the EEA or domestic voyages within the EEA in sea areas covered by Class A as provided in Article 4 of Directive 98/18/EC, IMO Resolution A.795(19) shall be complied with.

Chapter 4
Equipment requirements

§ 9
Magnetic compass

(1) Ships of 150 gross tonnage and upwards shall be fitted with one or more magnetic compasses at least satisfying the provisions of the SOLAS Convention, regulation V/12(b), and IMO Resolution A.382(X). In addition, the following shall apply:
   a) Equipment dependent on electrical power for its operation shall be automatically connected to the ship’s source of emergency power or a separate source of emergency power in the event of a failure of the main power supply.
   b) The illumination arrangement of the compass installation shall have a built-in dimmer which can be adjusted from the helmsman’s position.
   c) A fixed telephone connection is regarded as equivalent to the conventional voice tube connection.

(2) Ships of 15 metres and upwards in length, but of less than 150 gross tonnage, shall be provided with at least a steering compass and have means for taking bearings in accordance with the SOLAS Convention, regulation V/12(c). A steering magnetic compass installation shall satisfy at least IMO Resolution A.382(X).

(3) Vessels of less than 15 metres in length shall have a magnetic compass in accordance with ISO 613:1982 (E) – Magnetic compass class B.

(4) High-speed craft built in accordance with IMO Resolution A.373(X) shall be provided with a magnetic compass which is especially appropriate to this type of vessel.

§ 10
Gyro-compass

(1) Ships of 500 gross tonnage and upwards, built on or after 1 September 1984, and ships of 1,600 gross tonnage and upwards built before 1 September 1984 shall be fitted with a gyro-compass installation at least satisfying regulation V/12(d), (e) and (f) of the SOLAS Convention, IMO Resolution A.424(XI) and IMO Resolution A.574(14).

(2) When the master gyro-compass is located in a separate room, communication shall be provided between the wheelhouse and that room.

(3) High-speed craft built in accordance with IMO Resolution A.373(X) shall be fitted with a gyro-compass satisfying the resolutions referred to.

§ 11
Heading or tracking control system (automatic pilot), rousing and calling-up installation

In ships for which the specification of manning is based on the officer of the watch having sole look-out function, the automatic pilot shall be in accordance with IMO Res. A.342(IX) and A.574 (14). The ship shall be provided with an approved rousing and calling-up installation.

§ 12
Speed and distance measuring device

(1) Ships of 500 gross tonnage and upwards, built on or after 1 September 1984 and certified for greater trade than small coasting, shall be fitted with a speed and distance measuring device at least satisfying the provisions of the SOLAS Convention, regulation V/12(l), IMO Resolution A.478(XII), and IMO Resolution A.574(14).

(2) High-speed craft built in accordance with IMO Resolution A.373(X) shall have a speed and distance measuring device at least satisfying IMO Resolutions A.478(XII) and A.574(14).
§ 13

Radar installations

(1) Ships of 500 gross tonnage and upwards, built on or after 1 September 1984, and ships of 1,600 gross tonnage and upwards built before 1 September 1984, shall have a radar installation at least satisfying the provisions of the SOLAS Convention, regulation V/12(g) and (i), IMO Resolution A.477(XII) and IMO Resolution A.574(14).

(2) From 1 February 1995, the radar installation shall be capable of operating in the 9 GHz frequency band (X band).

(3) In addition, from 1 February 1995 all passenger ships irrespective of size engaged in international trade, and all cargo ships of 300 gross tonnage and upwards engaged in international trade, shall be fitted with a radar installation capable of operating in the 9 Ghz frequency band, ref. the SOLAS Convention, regulation V/12(g), as amended 9 November 1988.

(4) All ships of 10,000 gross tonnage and upwards shall be fitted with two radar installations. From 1 February 1995 at least one of the radar installations shall be capable of operating in the 9 GHz frequency band (X band), ref. the SOLAS Convention, regulation V/12(b), as amended 9 November 1988. Ships to which the SOLAS Convention applies shall have facilities for plotting radar readings in accordance with the SOLAS Convention, regulation V/12(i).

(5) High-speed craft built in accordance with IMO Resolution A.373(X) shall have a radar installation at least satisfying IMO Resolution A.477(XII).

§ 14

Electronic position-fixing equipment

(1) For tankers and passenger ships of more than 1,600 gross tonnage, the following requirements apply: In respect of accuracy, electronic position-fixing equipment on board ships shall give positions according to the theoretical and practical specifications of the navigation system, and shall otherwise satisfy IMO Resolution A.281(VIII).

(2) Differential Omega equipment shall satisfy at least IMO Resolution A.479(XII) and IMO Resolution A.281(VIII).

§ 15

Radio direction-finding apparatus

(1) Ships of 1,600 gross tonnage and upwards certified for greater trade than small coasting shall be fitted with a radio direction-finding apparatus or other navigation equipment covering the area for which the ship is certified, ref. the SOLAS Convention, regulation V/12(p), as amended 9 November 1988. The radio direction-finding apparatus shall satisfy at least IMO Resolutions A.223(VII), A.574(14), and A.665(16).

(2) Until 1 February 1999, ships of 1,600 gross tonnage and upwards certified for greater trade than small coasting which are built between 25 May 1980 and 1 February 1995 shall have radio equipment for homing on 2182 kHz, ref. the SOLAS Convention, regulation V/12(q), as amended 9 November 1988. The radio equipment for homing on 2182 kHz shall satisfy at least IMO Resolution A.574(14).

§ 16

Echo-sounding device

(1) Ships of 1,600 gross tonnage and upwards certified for greater trade than small coasting and built before 25 May 1980 and ships of 500 gross tonnage and upwards certified for greater trade than small coasting and built on or after 25 May 1980 shall be fitted with an echo-sounding device satisfying at least the provisions of the SOLAS Convention, regulation V/12(k) and IMO Resolutions A.224(VII) and A.574(14).

(2) High-speed craft built in accordance with IMO Resolution A.373(X) shall be fitted with an echo-sounding device satisfying at least IMO Resolutions A.224(VII) and A.574(14).

§ 17

Automatic radar plotting aid (ARPA)

The provisions of regulation V/12(j) of the SOLAS Convention shall apply, and automatic radar plotting aids shall satisfy IMO Resolutions A.422(XI) and A.574(14).

§ 18

Steering gear

(1) All ships shall be fitted with steering gear in accordance with the SOLAS Convention, regulation II-1/29. In addition, the following requirements apply:
a) Steering shall function synchronously with the propulsion power on ships of 15 metres in length and upwards which do not have a rudder, but are fitted with a rotating propulsion and steering propeller system.
b) Steering gear in ships of 15 metres in length and upwards shall be arranged so that the ship will turn to the same side as the wheel or tiller, etc. is moved.
c) Vessels of less than 15 metres in length shall have steering gear in accordance with the provisions of Nordic Boat Standard for commercial vessels.

§ 19

Rudder angle, rate of revolution and rate of turn indicators

(1) Ships of more than 1,600 gross tonnage built before 1 September 1984, and all ships of more than 500 gross tonnage built on or after 1 September 1984, shall satisfy the requirements of the SOLAS Convention, regulation V/12(m).
(2) Ships of 100,000 gross tonnage and upwards built on or after 1 September 1984 shall satisfy the requirements of the SOLAS Convention, regulation V/12(n).
(3) All ships shall satisfy the requirements of regulation II-1/29 of the SOLAS Convention. In addition, the following requirements apply:
   a) Rudder indicator. All ships of 15 metres in length and upwards which are fitted with steering gear shall have a rudder indicator. In ships with a rotating propulsion and steering propeller system, the indicator shall show the ship’s turning direction and the propulsion system’s angle on the diametral plane.
   b) Propeller indicator. Indicator(s) shall show the rate of revolution of the propeller(s) and, if the ship is fitted with variable pitch propeller(s) or side thrusters, the pitch and mode of operation shall be shown.

§ 19A

Voyage data recorder (VDR) on passenger ships

(1) Passenger ships built before 1 July 2002 shall be provided with a voyage data recorder according to the following timetable:
   a) Ro-ro passenger ships engaged on international voyages and ro-ro passenger ships engaged on domestic voyages within the EEA in sea areas covered by Class A as provided in Article 4 of Directive 98/18/EC: On the date of the first survey for certificate issue on or after 1 July 2002.1
   b) Other passenger ships engaged on international voyages and other passenger ships engaged on domestic voyages covered by Class A as provided in Article 4 of Directive 98/18/EC: 1 January 2004.
(2) The following passenger ships built on or after 1 July 2002 shall be provided with a voyage data recorder:
   a) All passenger ships engaged on international voyages.
   b) Passenger ships engaged on domestic voyages within the EEA in sea areas covered by Class A as provided in Article 4 of Directive 98/18/EC.
(3) Passenger high-speed craft built on or after 1 January 2001 of 150 gross tonnage and upwards shall be provided with a voyage data recorder.
(4) Passenger high-speed craft built before 1 January 2001 which are engaged in regular service on international voyages from ports within the EEA or domestic voyages within the EEA in sea areas covered by Class A as provided in Article 4 of Directive 98/18/EC shall be provided with a voyage data recorder.

Amended by Regulation of 30 June 2003 No. 936 (effective from 1 July 2003).
1The requirements applicable to ro-ro passenger ships were made effective by the IMO on the same date for ships engaged on international voyages. For ro-ro passenger ships engaged on domestic voyages in Class A, the requirements were introduced by Regulation of 20 March 2001 No. 376, with 1 January 2003 as the time-limit for compliance with the functional requirements.

§ 19B

Voyage data recorder (VDR) on cargo ships

(1) Cargo ships built before 1 July 2002 shall be provided with a voyage data recorder according to the following timetable:
   a) All cargo ships of 20,000 gross tonnage and upwards engaged on international or domestic voyages; 1 January 2007, unless the IMO decides an earlier time-limit.1
   b) Cargo ships of 3,000 gross tonnage and upwards but of less than 20,000 gross tonnage, engaged on international or domestic voyages; 1 January 2008, unless the IMO decides an earlier time-limit.1
(2) Cargo ships built on or after 1 July 2002 of 3,000 gross tonnage and upwards, engaged on international or domestic voyages, shall be provided with a voyage data recorder.

Added by Regulation of 30 June 2003 No. 936 (effective from 1 July 2003).
1The IMO has not decided an earlier time-limit.
§ 19C

Standards of the VDR and use of information

(1) The voyage data recorder shall comply with the functional requirements of IMO Resolution A.861(20) and the testing standards of the International Electrotechnical Commission (IEC), standard no. 61996.

(2) Data which have been collected from a voyage data recorder shall be made available to the authority concerned within the EEA in the event of an investigation of a marine casualty which has occurred within the EEA. The authorities shall ensure that such data are used in the investigation and are properly analyzed and shall ensure that the findings of the investigation shall be published as soon as possible after its conclusion.

Added by Regulation of 30 June 2003 No. 936 (effective from 1 July 2003).

§ 19D

Automatic identification systems (AIS) on passenger ships

(1) The following passenger ships built before 1 July 2002 shall be provided with an automatic identification system from 1 July 2003:
   a) All passenger ships engaged on international voyages, including passenger high-speed craft.
   b) Passenger ships engaged on domestic voyages of 300 gross tonnage and upwards.
   c) Passenger high-speed craft engaged on domestic voyages of 150 gross tonnage and upwards.

(2) The following passenger ships built on or after 1 July 2002 shall be provided with an automatic identification system:
   a) All passenger ships engaged on international voyages, including passenger high-speed craft.
   b) Passenger ships engaged on domestic voyages of 300 gross tonnage and upwards.
   c) Passenger high-speed craft engaged on domestic voyages of 150 gross tonnage and upwards.

Added by Regulation of 30 June 2003 No. 936 (effective from 1 July 2003).

§ 19E

Automatic identification systems (AIS) on cargo ships

(1) Cargo ships built before 1 July 2002 shall be provided with an automatic identification system according to the following timetable:
   a) Tankers of 300 gross tonnage and upwards: Not later than the date of the first survey for Cargo Ship Safety Equipment Certificate1 after 1 July 2003.
   b) Other cargo ships of 50,000 gross tonnage and upwards engaged on domestic or international voyages; 1 July 2004.
   c) Other cargo ships of 300 gross tonnage and upwards but of less than 50,000 gross tonnage, engaged on international voyages; first survey for certificate issue after 1 July 2004 and not later than 31 December 2004.2
   d) Other cargo ships of 10,000 gross tonnage and upwards but of less than 50,000 gross tonnage, engaged on domestic voyages; 1 July 2005.
   e) Other cargo ships of 3,000 gross tonnage and upwards but of less than 10,000 gross tonnage, engaged on domestic voyages; 1 July 2006.
   f) Other cargo ships of 300 gross tonnage and upwards but of less than 3,000 gross tonnage, engaged on domestic voyages; 1 July 2007.

(2) Cargo ships of 300 gross tonnage and upwards built on or after 1 July 2002, engaged on international or domestic voyages, shall be provided with an automatic identification system.

Added by Regulation of 30 June 2003 No. 936 (effective from 1 July 2003).

1 For tankers not issued with a Cargo Ship Safety Equipment Certificate:
2 At the date of the first survey for certificate issue after 1 July 2003 and not later than 1 July 2004.

§ 19F

Standards of automatic identification systems (AIS), etc.

(1) The automatic identification system shall comply with IMO Resolution MSC.74(69) and be type-approved in accordance with the IEC standard 61993-2, and shall be fitted in accordance with SN/Circ.227 and operated in accordance with IMO guidelines.

(2) Ships fitted with an automatic identification system shall maintain it in operation at all times except where international agreements, rules or standards provide for the protection of navigational information.

Added by Regulation of 30 June 2003 No. 936 (effective from 1 July 2003).
§ 19G  
**Automatic identification systems (AIS) on pleasure craft**

Pleasure craft of 300 gross tonnage and upwards and with an overall length of 45 metres or more shall be provided with an automatic identification system (AIS).

Added by Regulation of 11 April 2007 No. 400 (effective from 1 July 2007).

§ 20  
**Sextant, ship’s clock and chronometer**

1. Ships required to be certified for greater trade than North Sea and Baltic trade shall be provided with a sextant, a nautical almanac and the necessary tables.
2. Ships equipped with electronic position-fixing equipment of global coverage need not be provided with a sextant. Navigators on all ships shall have access at all times to a clock for the reading of the correct time, and ships required to be provided with a sextant, etc. shall have a chronometer or a clock of equivalent accuracy.

§ 21  
**Charts, etc.**

All ships shall carry the necessary and updated charts, nautical publications, etc. in accordance with regulation V/20 of the SOLAS Convention.

§ 22  
**Lights and shapes**

1. All ships shall be provided with lights and shapes in accordance with the Rules of the Road at Sea, Part C. Masthead lights, sidelights, stern lights, anchor lights and NUC lights shall be fixed. Mandatory lights shall be connected to an emergency source of power in accordance with the SOLAS Convention, regulation II-1/42.2.2 and regulation II-1/43.2.2.
2. The emergency source of power for mandatory lights in ships of less than 500 gross tonnage shall be sufficient for at least 12 hours’ operation.
3. The emergency source of power for high-speed craft shall satisfy at least the provisions of IMO Resolution A.373(X).
4. Electric lights and light control panels shall satisfy the current regulations concerning electrical installations on board ships. Vessels of less than 15 metres in length may have lights in accordance with Nordic Boat Standard for commercial vessels.
5. On ships equipped/constructed for special purposes and fitted with mandatory shapes and electric lights showing the nature of the operations carried out, such shapes and lights shall be fixed.

§ 23  
**Signalling equipment**

1. Ships as referred to in regulation V/21 of the SOLAS Convention shall carry the International Code of Signals. Ships engaged on voyages where the use of a pilot or a call at a foreign port may become necessary, shall be provided with signal flags G, H and Q, and the flags included in the ship’s call sign.
2. For ships of 15 metres in length and upwards, documentary evidence shall be provided that the whistle satisfies the requirements of the Rules of the Road at Sea, annex III.
3. Ships shall be provided with the Norwegian merchant flag.
4. All ships shall be provided with means for distress signalling in accordance with the Rules of the Road at Sea, annex IV.
5. The provisions relating to signalling lamps in regulation V/11 of the SOLAS Convention shall be complied with.
Chapter 5
Wheelhouse and navigating bridge. Location of equipment

§ 24
Wheelhouse and navigating bridge
(1) Visibility from the wheelhouse and navigating bridge of ships and high-speed craft shall be in accordance with guidelines given in MSC/Circular 403, ref. paragraph 3 of Circ. 403 or ISO standard 8468 4.1.
(2) The windows in the wheelhouse of ships and high-speed craft shall be in accordance with MSC/Circular 403, paragraph 4. The front windows of high-speed craft may nevertheless be slanted backwards.
(3) Layout of the wheelhouse.
   a) The size and layout of the wheelhouse shall be such that navigational aids and equipment may be located in an appropriate manner. Where instruments are to be located beneath the wheelhouse ceiling there must be unobstructed visibility and a headroom of not less than 190 cm. The requirement does not apply to the reflector device of the magnetic compass.
   b) Windows which may be exposed to breaking seas shall be fitted with external or internal deadlights with peepholes and an arrangement for securing the deadlights.
   c) The temperature and humidity in the wheelhouse shall be capable of being adjusted with regard to the operability of the navigational equipment.
   d) Reference is otherwise made to ISO standard 8468 «Ship’s bridge layout and associated equipment – requirements and guidelines».
(4) All ships of 50,000 gross tonnage and upwards and all chemical carriers, gas carriers and passenger ships of 10,000 gross tonnage and upwards shall carry on board the ship’s information regarding manoeuvrability in accordance with IMO Resolution A.209(VII) and A.601(15). The graphs and diagrams given in those resolutions shall be displayed in the wheelhouse in such a way that no disturbing reflections in the windows occur.

§ 25
Arrangements, etc. in the wheelhouse and on bridge wings
(1) Equipment relating to navigation, manoeuvring, monitoring, internal and external communication, and equipment for use in distress situations shall have an appropriate location. The equipment shall not be located so that the navigator’s view of the weatherdeck forward of the wheelhouse is obstructed.
(2) In ships fitted with only a magnetic compass, the compass shall be located so that the distance from the centre of the compass bowl is in accordance with IMO Resolution A.382(X) and so that no equipment is closer to the magnetic compass than what is prescribed as the equipment’s safe compass distance. The provision is not applicable to ships equipped with a gyro-compass.
(3) In cases where the Norwegian Maritime Directorate has given permission for the officer of the navigational watch to act as look-out in periods of darkness, this applies on condition that MSC Circular 566, «Guidelines on the Conduct of trials in which the officer of the navigational watch acts as the sole look-out in periods of darkness», is complied with.
(4) ISO standard 8468 shall be applied as a guideline for the construction of ships, and be complied with as far as appropriate and practicable on the individual ship.

§ 26
Additional wheelhouse
(1) On ships which are to be engaged in special activities and which consequently need manoeuvring space outside the ordinary bridge arrangement, an additional wheelhouse shall be arranged in an appropriate manner and satisfy the requirements specified for the ship’s ordinary wheelhouse as far as possible.
(2) The additional wheelhouse shall be provided with the following equipment:
   a) Means for remote manoeuvring of the propulsion machinery.
   b) Fixed or portable equipment to give the sound and light signals prescribed by the Rules of the Road at Sea.
   c) Arrangement for manual steering.
   d) Rudder indicator visible from any place in the additional wheelhouse.
   e) Speed indicator (log), which may be a slave unit.
   f) Gyro-compass, which may be a slave unit.
   g) Radar installation, which may be a slave unit, capable of being operated from the additional wheelhouse.
   h) Equipment for internal communication with a priority switch for the wheelhouse and the engine-room or a separate line to the wheelhouse and engine-room.
   i) Depth measuring device (echo-sounding device), which can be operated from the additional wheelhouse.
   j) Control panel for lights.
Chapter 6
Concluding provisions

§ 27
Entry into force

(1) This regulation enters into force on 1 November 1992.

(2) As from the same date, the following regulations are repealed:
   a) Regulation of 24 August 1984 No. 1578 concerning Navigational Aids and Arrangements on the Bridge and in the Wheelhouse of Ships,
   b) Regulation of 30 June 1987 No. 563 concerning Navigational Aids and Arrangements on the Bridge and in the Wheelhouse, and Communication Equipment in the Wheelhouse for Ships, and
   c) Regulation of 5 October 1973 No. 2 concerning Data for Manoeuvring and Stopping of Ship; in respect of
      1. all ships or barges the keels of which are laid or which are at a similar stage of construction on or after 1 November 1992, and
      2. convention ships and barges the keel of which are laid or which are at a similar stage of construction before 1 November 1992.

(3) For non-convention ships and barges the keels of which are laid or which are at a similar stage of construction before 1 November 1992, the regulations in force at the time of the construction of the ship or barge still apply, with any amendments made applicable to existing ships or barges.