

watch shall have available without delay the services of a qualified helmsperson who shall be ready at all times to take over steering control.

**3** The change-over from automatic to manual steering and vice versa shall be made by, or under the supervision of, a responsible officer.

**4** The manual steering shall be tested after prolonged use of heading and/or track control systems and before entering areas where navigation demands special caution.

## Regulation 25

### *Operation of steering gear*

In areas where navigation demands special caution, ships shall have more than one steering gear power unit in operation when such units are capable of simultaneous operation.

## Regulation 26

### *Steering gear: testing and drills*

**1** Within 12 hours before departure, the ship's steering gear shall be checked and tested by the ship's crew. The test procedure shall include, where applicable, the operation of the following:

- .1 the main steering gear;
- .2 the auxiliary steering gear;
- .3 the remote steering gear control systems;
- .4 the steering positions located on the navigation bridge;
- .5 the emergency power supply;
- .6 the rudder angle indicators in relation to the actual position of the rudder;
- .7 the remote steering gear control system power failure alarms;
- .8 the steering gear power unit failure alarms; and
- .9 automatic isolating arrangements and other automatic equipment.

**2** The checks and tests shall include:

- .1 the full movement of the rudder according to the required capabilities of the steering gear;
- .2 a visual inspection of the steering gear and its connecting linkage; and
- .3 the operation of the means of communication between the navigation bridge and steering gear compartment.

**3.1** Simple operating instructions with a block diagram showing the change-over procedures for remote steering gear control systems and steering gear power units shall be permanently displayed on the navigation bridge and in the steering compartment.

**3.2** All ships' officers concerned with the operation and/or maintenance of steering gear shall be familiar with the operation of the steering systems fitted on the ship and with the procedures for changing from one system to another.

**4** In addition to the routine checks and tests prescribed in paragraphs 1 and 2, emergency steering drills shall take place at least once every three months in order to practise emergency steering procedures. These drills shall include direct control within the steering gear compartment, the communications procedure with the navigation bridge and, where applicable, the operation of alternative power supplies.

**5** The Administration may waive the requirements to carry out the checks and tests prescribed in paragraphs 1 and 2 for ships which regularly engage on voyages of short duration. Such ships shall carry out these checks and tests at least once every week.

**6** The date upon which the checks and tests prescribed in paragraphs 1 and 2 are carried out and the date and details of emergency steering drills carried out under paragraph 4 shall be recorded.

## Regulation 27

### *Nautical charts and nautical publications*

Nautical charts and nautical publications, such as sailing directions, lists of lights, notices to mariners, tide tables and all other nautical publications necessary for the intended voyage, shall be adequate and up to date.

## Regulation 28

### *Records of navigational activities*

All ships engaged on international voyages shall keep on board a record of navigational activities and incidents which are of importance to safety of navigation and which must contain sufficient detail to restore a complete record of the voyage, taking into account the recommendations adopted by the Organization.\* When such information is not maintained in the ship's log-book, it shall be maintained in another form approved by the Administration.

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\* Refer to the Guidelines for recording events related to navigation adopted by the Organization by resolution A.916(22).