



clever solutions | beyond class

## CIRCULAR Alert on detainable deficiencies

Following a recent Port State Control (PSC) inspection, a number of deficiencies have been imposed that resulted in the detention of the vessel. Dromon wishes to draw attention to these detainable deficiencies to avoid re-occurrence.

Notice to: Ship Owners/ Managers/ Operators | Surveyors/Auditors

C19041 | 20 November 2019

### SAFETY MANAGEMENT CERTIFICATE (SMC/ISM) NOT PROPERLY FILLED

Through the PSC Inspection, it was noted that *the Company Recorded in the Safety Management Certificate (SMC) was not same as the one recorded in the Document of Compliance (DoC).*

The deficiency was based to the fact that the Safety Management Certificate and the Document of Compliance were found with different ISM Management Company details.

Once more, we need to remind DBS Auditors that each information contained in the vessel's SMC should be identical to the DoC, in order to avoid repetition of this deficiency, since this is frequently examined by the Port State Control Officers.

In case of any discrepancy is found and any of this certificate needs an amendment, you should contact Dromon Head Office promptly.

### GYRO COMPASS INOPERATIVE

Through the PSC Inspection, it was noted that *the Port and starboard gyro repeaters have been found inoperative.*

#### What SOLAS requires?

Ships of **500 GT and upwards constructed on or after 1 September 1984 shall be fitted with a gyro compass** complying with the following requirements:

- a. the master gyro compass or a gyro repeater shall be clearly readable by the helmsman at the main steering position;
- b. on ships of 1,600 tons gross tonnage and upwards 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 degrees.

**Ships of 1,600 GT and upwards, constructed before 1 September 1984 when engaged on international voyages, shall be fitted with a gyro compass** complying with the requirements of above paragraph.

#### **Gyro compass errors**

Any error occurring on the gyro compass needs to be checked and recorded in each watch, as far as practicable. The headings of the standard compass and the gyro compass shall be compared during every watch.

It is important that the equipment shall be maintained and/or serviced as per manufacturer's instructions contained in its manual.

#### **Act now**

Surveyors / Auditors must take note on the above detainable deficiencies and give special attention during forthcoming class and statutory surveys and audits, irrespective of scope.

Shipowners / Managers / Operators are kindly requested to pay special attention into those deficiencies, note the Regulations requirements and to inform Masters on taking corrective actions, if necessary.