



SHIGI SHIPBUILDING CO., LTD

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To: Ship Owners, Managers and Shipbuilders Concerned

Subject: Apology and Request for Inspection and Re-orientation of the Compass on Rescue Boat VOX46M

We would like to express our sincere appreciation for your continued patronage.

It has been found that the compass fitted to our rescue boat VOX46M was installed in the wrong direction. We deeply apologize for the great inconvenience and concern this may cause you.

We would like to report on the matter and kindly request your inspection and re-orientation of the compass as follows.

1. Scope

Rescue boat type	: VOX46M only
Compass	: PLASTIMO OFFSHORE 105 / 135 only
Manufactured	: February 2019 onwards

2. Background

We recently received a report from another vessel equipped with our rescue boat VOX46M that the heading indicated by the rescue boat compass differed significantly from that of the ship's compass. An investigation carried out with the cooperation of the crew revealed that the compass had been installed with its lubber line (red) facing the opposite direction.

Our subsequent investigation confirmed that the lubber line had likewise been installed in the wrong direction on VOX46M rescue boats manufactured from February 2019 onwards.

This matter has been reported to Nippon Kaiji Kyokai (ClassNK). In accordance with ClassNK's instructions, we, as the manufacturer, are taking responsibility for notifying the affected vessels and carrying out the necessary corrective action.

3. Description of the Deficiency

With the lubber line installed in reverse, the heading indicated by the compass is approximately 180 degrees off. In an emergency, the rescue boat could therefore proceed in the direction opposite to the intended course.

Please note that this matter is limited to the compass of the rescue boat and does not affect the navigational equipment of the vessel.

4. Apology

This is a deficiency in the most fundamental function of life-saving equipment, namely heading indication, and is a serious matter that could directly endanger the lives of the crew in an emergency. We deeply regret that this has significantly undermined confidence in the quality of our products.

This matter resulted from insufficient verification and control of the compass installation direction on our part. We will review our verification procedures in the manufacturing and inspection processes and make every effort to prevent recurrence.

Once again, we offer our sincere apologies for the great inconvenience and concern caused.

5. Correct Installation Direction

Rescue boat type	: VOX46M
Compass type	: PLASTIMO OFFSHORE 105 / 135
Incorrect	: Lubber line (red) installed facing the bow
Correct	: Lubber line (red) installed facing the stern

6. Request

We apologize for the trouble, but we kindly ask you to check whether the rescue boats on the vessels under your management are affected. If the compass lubber line (red) is found to be facing the bow, please change the orientation of the rescue boat compass in accordance with the attached Compass Orientation Change Procedure. The work can be carried out using only a flat-head screwdriver and takes approximately 5 to 10 minutes.

We would be grateful if managers and shipbuilders could kindly assist in passing this information on to the vessels and their owners. If you are unsure of the rescue boat type, please contact us.

7. Attachment

Compass Orientation Change Procedure (Japanese / English)

8. Contact

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