



United States Coast Guard

Top 10 Cruise Vessel Deficiencies of 2011



Improper stowage of Combustibles

(67 occurrences): Combustibles were stored in spaces not designed for that purpose (i.e. in Category 7 spaces considered low fire risk, or in Category 3 and 2 evacuation routes). These situations are addressed in a number of different ways ranging from removal and relocation of the combustible material (if it is evident the use of the space has been permanently changed) to recategorize the space including fitting of fire detection, suppression and Structural Fire Protection (SFP).



Egress path found blocked or impeded

(33 occurrences). Objects were found obstructing or creating a bottle-neck in a space designated as a category 4 escape route¹. This could mean that a door was locked or an escape route was impeded or blocked in some way. Another example of this situation is when there are concession tables, advertisements, or displays located in an escape route. These situations were usually corrected on the spot by moving the obstruction to a designated stowage area or by moving a display out of the egress path.



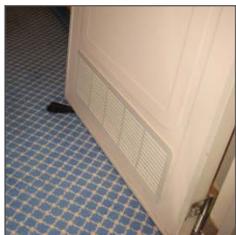
Fire screen doors did not close

(26 occurrences). Fire screen doors did not fully close due to a damaged sequencing bar, air pressure differential between the two spaces on either side of the door, or the door simply did not fully close and latch. This is usually corrected on the spot by adjusting the door closure speed and force.



Improper use of plastic waste receptacles

(26 occurrences). Plastic waste receptacles are to be used in garbage rooms for sorting combustible waste or for stowing wet food waste². Plastic waste receptacles were not used in this fashion and thus caused a fire hazard. Rectification of this deficiency usually took 14 - 30 days and was completed to the satisfaction of the USCG by the vessel implementing proper procedures for using plastic waste receptacles.



Improper use of hold back hooks/door wedges

(15 occurrences) Doors adding to the structural fire protection of the vessel (cabin doors) were held open by a hold back hook / door wedge for convenience purposes thus negating the structural fire protection the door provides. Door wedges must be used in accordance with the vessel's safety management system. Rectification of this deficiency usually took 7 days to clear and was done to the satisfaction of the RO and the USCG by the vessel implementing proper procedures for using door wedges.

¹ Per 74 SOLAS 2009 ed. II-2/9.2.2.3.2.2 (4)

² MSC Circular 1120



Malfunction of fire detection system / component, notably smoke/heat detectors

(8 occurrences) Malfunctions typically found with individual detectors not working or not providing indication at the control station. If the deficiency was unable to be corrected on the spot, equivalent arrangements are made by the ship and approved by the RO and USCG until the component is brought back into full service.



Malfunction of low location lighting system

(8 occurrences). The low location lighting failed to light in an area where it is installed. If the deficiency was unable to be corrected on the spot, the vessel was given 7 – 30 days to fix the problem and was also provided an equivalent level of safety for the lights that failed to illuminate that was approved by the RO.



Missing or inadequate muster station, embarkation station, exit sign

(6 occurrences) Signage that leads through a category 4 space toward lifeboats or designated muster stations is confusing or inadequate. This deficiency was cleared by replacing any missing signage in accordance with the approved escape plan. It was also cleared by changing the escape plan to allow for better indication of an egress path and then ensuring the escape plan was updated and approved by the RO.



Errors found on ship paperwork

(6 occurrences) This includes errors or lack of ship's statutory documents, vessel plans, or personnel documentation such as licenses and certificates. This deficiency was cleared by the company providing the proper paperwork or updates to paperwork from the issuing authority to the Coast Guard.



Malfunction of emergency power system (emergency generator or transitional batteries)

(6 occurrences) This includes emergency generators not supplying power or failing to start upon a loss of power. This also includes transitional power batteries not supplying adequate power for ship's lighting. This deficiency was cleared by ensuring equivalent arrangements are made by the ship and approved by the RO and the Coast Guard until the system / component is brought back into full service.

For more information about Cruise Vessel inspections and how you can prevent these common deficiencies, please contact:



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