



United States Coast Guard Top Cruise Vessel Deficiencies of 2012



Fire screen doors not operating properly

(68 occurrences) Fire screen doors did not close fully due to a damaged sequencing bar, air pressure differential between the spaces on either side of the door, damage on the door, or the door simply did not fully close and latch. These problems were normally corrected on the spot by adjusting the door closure speed or making repairs to the damage. Per 74 SOLAS 2009 ed, Chapter II-2/9.4.1.1.4



Improper storage of combustible

(57 occurrences) Combustibles were stored in spaces not designed for the purpose (i.e. in Category 7 spaces considered low fire risk, or in Category 3 and 2 evacuation routes). The most common scenario involved combustible materials stored in Category 10 spaces or flammable storage of quantities in excess of “daily use” in spa areas. These situations were addressed in a number of different ways ranging from removal and relocation of the combustible material to permanently changing the use of the space. Per 74 SOLAS 2009 ed, Chapter II-2/9.2.2.3.2



Egress path found blocked or impeded

(27 occurrences) Objects were found obstructing or creating a bottle-neck in a space designated as a Category 4 escape route. 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 eliminating or moving a display out of the egress path. Per 74 SOLAS 2009 ed, Chapter II-2/13.1.2



Problems with lifeboats

(17 occurrences) Several different problems were found including engines failing to start, damage to the propellers, steering problems, expired food rations, leaking shafts and overall inside condition in disarray. These problems were almost always corrected before the ship departed port. Per 74 SOLAS 2009 ed, Chapter III/20.2



Improper use of combustible waste receptacles

(13 occurrences) Combustible waste receptacles are to be used in garbage rooms for sorting combustible waste or for stowing wet food waste, glass bottles and metal cans in accordance with MSC/Circ. 1120. Combustible waste receptacles were not used in this fashion and thus caused a fire hazard. Rectification of this deficiency was usually cleared on the spot but on some occasions took 14 - 30 days and was completed to the satisfaction of the Coast Guard by the vessel implementing proper procedures for using plastic waste receptacles. Per 74 SOLAS 2009 ed, II-2/4.4.2



Malfunction of low location lighting system

(13 occurrences) The low location lighting failed to light in an area in which it is installed. Additionally, some areas the photo luminescent strips were damaged or missing. If the deficiency was unable to be corrected on the spot, then the vessel was given 7 – 30 days to fix the problem and also provided an equivalent level of safety for the lights that failed to illuminate that was approved by the Recognized Organization (RO). Per 74 SOLAS 2009 ed, Chapter II-2/13.3.2.5.1



Sprinklers nozzles or associated components not working properly

(11 occurrences) A combination of problems including pin hole leaks, indicators identifying the wrong space, inoperative flow meters, and several cases of nozzles missing required high expansion fluid. The deficiencies were corrected by replacing the faulty nozzles, fixing the inoperative indicators or repairing the leaks. All deficiencies were corrected prior to departure by shipboard crew. Per 74 SOLAS 2009 ed, Chapter II-2/14.2.1.2



Electrical hazards

(11 occurrences) The most common hazards were broken light fixtures, exposed wiring and missing cover plates on electric panels. The problems were noted in different sections of the ship. These deficiencies were corrected on the spot by ship's crew. Per 74 SOLAS 2009 ed, Chapter II-1/40.1.3



Missing or inadequate muster station, embarkation station, exit sign

(10 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. Per 74 SOLAS 2009 ed, Chapter II-2/13.1.3



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

(7 occurrences) Malfunctions typically found with individual detectors not working, not providing indication at the control station or manual call points not operating properly. If the deficiency was unable to be corrected on the spot, equivalent arrangements were made by the ship and approved by the RO and the Coast Guard until the system/component is brought back into full service. Per 74 SOLAS 2009 ed, Chapter II-2/7.5



Improper use of hold back hooks/door wedges

(7 occurrences) Multiple doors, primarily to passenger cabins, were held open by a hold back hook or a door wedge for convenience purposes thus negating the structural fire protection the door provides. Doors wedges must be used in accordance with the vessel's safety management system. Most deficiencies were cleared on the spot and procedures were reviewed with crewmembers on proper procedures for using door wedges. Per 74 SOLAS 2009 ed, Chapter II-2/9.4.1.1.4.1

For information preventing these common deficiencies, please contact the:



Cruise Ship National Center of Expertise
1800 Eller Drive, Suite 420
Ft. Lauderdale, FL 33316
(954) 767-2140
csncoe@uscg.mil