



# United States Coast Guard Top Cruise Ship Deficiencies of 2013



A total of 351 deficiencies were issued and the most common ones are described below.



## **Fire screen doors not operating properly**

(43 occurrences) Fire screen doors did not close fully due to a damaged sequencing mechanism, air pressure differential between the spaces on either side of the door, damage on the door or frame, or the door simply did not fully close and latch. These deficiencies were normally corrected on the spot by adjusting the door closure speed or making repairs to the damage.



## **Problems with lifeboats and associated equipment**

(35 occurrences) Several different problems were found including engines failing to start, damage to the propellers, steering problems, expired food rations, leaking shaft seals, and problems with davits. These problems were almost always corrected before the ship departed port or the lifeboat was taken out of service and total persons on board count reduced.



## **Egress path found blocked or impeded**

(28 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.



## **Improper storage of combustible materials**

(19 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”. 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.



## **Drills and Training**

(19 occurrences) Every crew member with assigned emergency duties shall be familiar with those duties. The most common deficiencies involved lifeboat crews and stairwell guides unfamiliar with their duties as well as drills not conducted realistically. Deficiencies were corrected with additional training or redoing the drill.



### **Electrical hazards**

(14 occurrences) The most common deficiencies 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.



### **Cracks and Wastage**

(14 occurrences) The condition of the ship and its equipment shall remain fit for sea at all times. The most common deficiencies found were wastage that resulted in small holes in ships structure and decks. Additionally small cracks were discovered in side-shell door hinges and watertight door frames. These deficiencies were normally resolved between 14 and 30 days.



### **Fuel and oil leaks**

(13 occurrences) Machinery systems shall be of design and construction adequate for the service in which they are used. The most common deficiency was oil and hydraulic leaks on machinery piping internal to the ship. These deficiencies created fire and slipping hazards. These deficiencies were corrected on the spot by the ship's crew.



### **Improper use of combustible waste receptacles**

(9 occurrences) Combustible waste receptacles may 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.



### **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 Recognized Organization and accepted by the Coast Guard until the system/component is brought back into full service.

For information on 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