



TECHNICAL ALERT No. 17-10

Port State Control - United States Coast Guard (USCG) Cruise Ship Deficiencies

1. Introduction

- 1.1. The Bahamas Maritime Authority (BMA) wishes to bring to the attention of owners, managers & Masters of Bahamian Ships, the below information related to detentions and deficiencies found during USCG examination of cruise ships in 2016.
- 1.2. Whilst the information in this Technical Alert relates to cruise ships, similar deficiencies are also found on other ship types and should be noted for reference.
- 1.3. The BMA also advises that these deficiencies are not only observed by the USCG but have also been noted by the PSCOs in other MoU regions, therefore these deficiencies must not be seen in isolation with USCG PSC examinations only.

2. Detentions and Examination of Cruise ships by USCG in 2016

- 2.1. During 2016, USCG reported a total of 103 detentions, of which 3 were cruise ships.
- 2.2. The deficiencies which led to the detention of cruise ships in 2016 are listed below. It should be noted that the detentions may have been for more than one individual deficiency:
 - i. Liferrafts with painter incorrectly fastened to the hydrostatic release unit, preventing float free operation;
 - ii. The sliding fire doors on various decks were unable to close during transitional power test;
 - iii. Emergency generator was unable to start automatically;
 - iv. Engine room watertight doors unable to open by electric power;
 - v. Rescue boat was unable to maintain idle speed without throttle assistance.

- 2.3. The five most common USCG deficiencies on cruise ships in 2016 are listed below. These were not the cause of detentions, however it should be noted that an accumulation of large numbers of deficiencies may result in a ship being detained under the ISM Code:
- i. Fire screen doors not operating correctly and were found to have damage to the sequence bars, damage to the doors themselves or not closing properly;
 - ii. Impeding means of escape. Corridors, doors and hatches in area designated as escape route were found to be either partially or completely blocked;
 - iii. Low location lighting or photoluminescent tape was found to be missing or inoperable;
 - iv. Various deficiencies were found on fire suppression systems, including fixed firefighting systems.
 - v. There were several deficiencies issued for leaking piping systems which led to fuel soaked insulation lagging.
- 2.4. All owners, managers & Masters of Bahamian ships are requested to take note of the above deficiencies and ensure that there ships are fully prepared for any PSC inspection.

3. Validity

- 3.1. This alert is valid until further noticed.

4. Revision History

Rev.0 (06 September 2017) – First issue