



National Transportation Safety Board

Washington, D.C. 20594

Safety Recommendation

Log M-357B

Date: December 5, 1989

In reply refer to: M-89-147 and
-148

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The National Transportation Safety Board has been committed to improving the safety of passenger vessels carrying U.S. passengers from U.S. ports. The Safety Board recently completed a study that reviewed safety issues for three broad groups of vessels: domestic passenger vessels, foreign flag passenger vessels operating from U.S. ports and carrying U.S. passengers, and some State-regulated domestic passenger vessels.^{1/}

One of the safety issues examined in the study is the need for definitive training and drills of officers and crewmembers in firefighting and emergency procedures on foreign flag passenger vessels. As a result of fires on the ANGELINA LAURO, SCANDINAVIAN SUN, SCANDINAVIAN SEA, EMERALD SEAS, and the SCANDINAVIAN STAR, the Safety Board believes that action must be accelerated to improve the firefighting readiness of crews on foreign flag passenger vessels.

In the case of the Italian vessel ANGELINA LAURO, the Safety Board concluded the following.^{2/}

- o Effective control and coordination of shipboard firefighting by the crew was never established.
- o The ship's officers and crewmembers were not adequately trained to fight the type of fire that developed on the ANGELINA LAURO.

^{1/} National Transportation Safety Board. 1989. Safety study: Passenger vessels operating from U.S. ports. NTSB/SS-89/01. Washington, DC. 175 p.

^{2/} National Transportation Safety Board. 1980. Marine accident report: Fire onboard the Italian passenger ship ANGELINA LAURO, Charlotte Amalie Harbor, St. Thomas, U.S. Virgin Islands, March 30, 1979. NTSB MAR-80/16. Washington, DC. 45 p.

Improved training in firefighting must be emphasized on passenger vessels with combustible materials in their construction.

- o Fire drills conducted for the U.S. Coast Guard examination do not adequately test a crew's firefighting capability or ensure that an effective firefighting effort can be mustered on passenger vessels.

In its investigation of the SCANDINAVIAN SEA accident, the Safety Board concluded that in the early hours of the fire after the vessel had berthed at the cruise terminal, there was confusion aboard the vessel about who was in charge of firefighting.^{3/} In its investigation of the SCANDINAVIAN SUN accident, the Safety Board concluded that several actions by the crew could have prevented the fire's spread, indicating the need for improved training and drills.^{4/} In the EMERALD SEAS accident, the delay in taking positive action to control the spread of smoke directly led to smoke inhalation that caused injuries to 38 passengers and 1 crewmember, and that almost proved fatal to 2 passengers.^{5/} In the SCANDINAVIAN STAR accident, failures by the crewmembers indicated a lack of emergency fire procedures.^{6/}

As a result of these past accidents and this study, the Safety Board remains concerned about the training in firefighting and the need for an improved level of preparedness on board foreign flag passenger vessels. The Safety Board is not confident that the senior and safety officers of some

^{3/} National Transportation Safety Board. 1985. Marine accident report: Fire aboard the Bahamian passenger vessel M/V SCANDINAVIAN SEA, Cape Canaveral, Florida, March 9, 1984. NTSB/MAR-85/03. Washington, DC. 74 P.

^{4/} National Transportation Safety Board. 1985. Marine accident report: Fire aboard the Bahamian passenger ship M/V SCANDINAVIAN SUN, port of Miami, Miami, Florida, August 20, 1984. NTSB/MAR-85/08. Washington, DC. 32 p.

^{5/} National Transportation Safety Board. 1987. Marine accident report: Fire and explosions onboard the Panamanian passenger ship EMERALD SEAS in the Atlantic Ocean near Little Stirrup Cay, Bahamas, July 30, 1986. NTSB/MAR-87/04. Washington, DC. 24 p.

^{6/} National Transportation Safety Board. 1989. Marine accident report: Fire on board the Bahamian passenger ship the SCANDINAVIAN STAR in the Gulf of Mexico, March 15, 1988. NTSB/MAR-89/04. Washington, DC. 73 p.

foreign flag passenger vessels have the requisite skills in firefighting and fire safety measures unless they have received some detailed, comprehensive, and periodic training. The level of training and information provided to crewmembers with firefighting responsibilities varies. Firefighting training in a structured environment would increase crewmembers' abilities to fight fires. The Safety Board believes that operators and owner of passenger vessels operating from U.S. ports and embarking U.S. passengers need to improve training and drills in firefighting.

Therefore, as a result of its study, the National Transportation Safety Board recommends that Cruise Lines International Association:

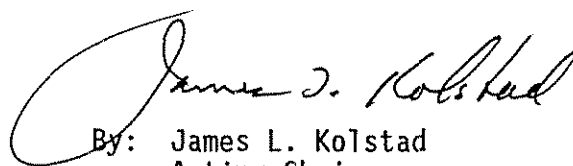
Urge operators and owners of passenger vessels operating from U.S. ports and embarking U.S. passengers to periodically train all senior and safety officers of such vessels at an approved, practical, marine firefighting school. (Class II, Priority Action) (M-89-147)

Urge operators and owners of passenger vessels operating from U.S. ports and embarking U.S. passengers to train all crewmembers with firefighting responsibilities at an approved, practical, marine firefighting school. (Class II, Priority Action) (M-89-148)

Also as a result of the safety study, the National Transportation Safety Board issued Safety Recommendations M-89-111 through -145 to the U.S. Coast Guard, M-89-146 to the National Association of Passenger Vessel Owners, M-89-149 to the National Association of State Boating Law Administrators, M-89-150 to cruise vessel owners and operators, M-89-151 to Washington State Ferries, and M-89-152 to the Governor and legislative leaders of the State of Washington.

The National Transportation Safety Board is an independent Federal agency with statutory responsibility "...to initiate and conduct special studies and special investigations on matters pertaining to safety in transportation..." (Public Law 93-633). The Safety Board is vitally interested in any actions taken as a result of its safety recommendations and would appreciate a response from you regarding action taken or contemplated with respect to the recommendations in this letter. Please refer to Safety Recommendations M-89-147 and -148 in your reply.

KOLSTAD, Acting Chairman, BURNETT, LAUBER, NALL, and DICKINSON, Members, concurred in these recommendations.



By: James L. Kolstad
Acting Chairman