

Cruise Ship Safety



Photo courtesy of Roberto Vongher

What I plan to cover:

- My experience as part of Black Swan and Cruise Line policy changes required based on the Costa Concordia incident.
- Cruise Ship Safety Concerns
- Basic Cruise Ship Safety Tips

BLACK SWAN

OFFSHORE MASS RESCUE OPERATION
FULL-SCALE EXERCISE

APRIL 1-5, 2013
GRAND BAHAMAS,
BAHAMAS



Facing Common Challenges Together...

What is Black Swan?

- Black Swan is the code name for a mass rescue exercise.
- The goals were to validate the offshore rescue preparedness, safety processes and ability of the stakeholders to activate and coordinate an offshore mass rescue operation.
- Over 150 stakeholders – USCG, the cruise lines, airlines, hotels, shipping agents and rescue services.
- They have never done a full-scale exercise before.
- RCCL's ship, Monarch of the Seas, had been sold and was scheduled to head to Freeport for refurbishing – therefore, it would be on “non-revenue” status.

The plan...

- Have volunteers from the USCG Auxiliary and active duty personnel participate as “passengers” to test all of the systems.
- The volunteers would abandon ship while off-shore of Grand Bahamas.
- The cruise lines could test their passenger accountability procedures, life boat boarding, and activation of emergency distress call effectiveness .
- The land based services would be tested by receiving survivors and critically injured passengers.
- Medical facilities and their procedures would be tested.

At 9:00 am on Day 2....

Abandon Ship!

Here we go...



Actually...

These are the lifeboats



Photo courtesy of Cruise Ship Lawyers Blog (requested)



Photo courtesy of Kerry Richardson

An inside view



Boats being lowered

Source Black Swan After action report Executive Summary, U.S. Coast Guard Auxiliary.

On our way to
Grand Bahamas
Yacht Club.



Photo by Chris Todd, U.S. Coast Guard Auxiliary.

The Coast Guard Cutter Diamondback in the background

Evaluation of Black Swan...

- **Training & Drills:** Conducting extensive drills, training and review of safety processes resulted in no injuries or mishaps and a successful full scale exercise.
- **Standardization:** Standardized Mass Rescue Operation (MRO) plans are important to enhance the ability of shore and ship organizations to pre-plan coordination of support.
- **Technology:** Accountability (electronic) Systems in use today or in development have limitations that necessitate a “pen and paper” back-up processes. There is currently no standardized technology to support emergency accountability operations.
- **Landing Site(s):** Pre-identified landing sites should be able to accommodate a large influx of evacuees and responders. Having a "Dock master or Landing site master"
- **Communications:** Contingency plans must include shore and maritime based communication plans, etc. SAR coop plan communications, that have been tested, exercised, and determined to be effective.

Cruise Line action post Costa Concordia

Cruise Line International Association has already made significant changes as a result of the Costa Concordia accident.

Ten Policy Changes.

1. Passenger Muster.

All ships will conduct muster drills **prior** to departing from port. A muster drill is when passengers gather at assigned lifeboat stations where crewmembers outline what they should do in the event of an emergency and demonstrate how to put on life jackets.

2. Common Elements of Musters and Emergency Instructions.

- When and how to don a lifejacket
- Description of emergency signals
- Location of lifejackets
- Where to muster
- Method of accounting for passenger attendance at musters
- How information will be provided in an emergency
- What to expect if the Captain orders an evacuation of the ship
- Instructions on whether passengers should return to cabins prior to mustering, including specifics regarding medication, clothing and lifejackets
- Who to seek out for additional information .

3. Recording the Nationality of Passengers.

The nationality of each passenger onboard must be recorded and "made readily available" to search-and-rescue personnel.

4. Bridge Access.

Adopt stricter rules regarding bridge access, particularly during "restricted maneuvering or when increased vigilance is required." Such times can include when a ship is entering or leaving a port, while sailing through narrow or shallow waterways or in areas of unusually high vessel traffic.

5. Excess Lifejackets

Ships must now carry more life jackets than are legally required. Legally, ships are required to carry a life jacket for every berth, which can be higher than the number of persons onboard, plus five percent.

6. Passage Planning.

Requires ships to create and file a voyage plan before setting sail. Language in the new policy explicitly requires for the plan to be "drafted by a designated officer and approved by the master" well in advance of the sailing

7. Life Boat Loading for Training Purposes.

Requires cruise ship crewmembers must practice launching and loading lifeboats at least once every six months to ensure familiarity with lifeboat operations. Drills must be performed while at sea and lifeboats must be filled to capacity with crewmembers and maneuvered in the water.

8. Location of Lifejacket Stowage.

Requires that extra life jackets, equal to or greater in number than required by law, must be stowed in close proximity to either muster stations or lifeboat embarkation points on all newly constructed ships.

9. Harmonization of Bridge Procedures.

Operating procedures on cruise ship bridges must be consistent not just between ships within a fleet but among commonly owned brands, as well.

10. Securing Heavy Objects.

All cruise ships must always secure heavy objects either permanently or during severe weather. Such objects can include, but are not limited to, pianos, televisions, treadmills, slot machines and laundry equipment.

Newer and Larger Cruise Ships...

Ships like RCCL's Oasis of the Seas – lifeboat capacity raised to 370



Photo courtesy of Malcolm Oliver



Photo courtesy of Simon Brooke-Webb



Photo courtesy of Paul Dickerson

1st lifeboat with a toilet...
food and water for 3 days

18 “Rescue Vessels” with 370 passenger equals 6,660 passengers and Oasis can have almost 8,500 on board – crew and passengers.



Photo courtesy of VIKING LIFE-SAVING EQUIPMENT



Photo courtesy of James M Walker



Photo courtesy of VIKING LIFE-SAVING EQUIPMENT

There are additional life rafts for the crew – each raft holds 150 people.

Cruise Ship Worries – Crime and Illness

- Last year over 1,700 passengers and crew members fell sick from gastrointestinal illnesses like norovirus.
- Since 2012 at least seven children have drowned or nearly drowned in cruise ship pool.
- There are dozen of incidents in the last two years in which cruise passengers or crew have gone overboard.
- According to Coast Guard crime statistics, at least 94 people have been sexually assaulted on cruise ships since 2010.

Cruise Ship Concerns – “Norovirus”

Myth - Norovirus is a cruise ship phenomenon.

- Reality: That's simply not true. Norovirus is second to the common cold in reported illnesses, impacting millions of people around the world each year. Norovirus, previously known as Norwalk Virus, was actually named for a land-based outbreak in Norwalk, Ohio, that originally occurred some 30 years ago. It can break out at any time of the year.
- Best protection – wash your hands often... certainly not a problem on most cruise ships these days!

Cruise Ship Concerns – “Man Overboard”

- The rate for people going overboard is on the rise.
- Suicide, alcohol related stupidity, violent crimes are all contributing factors.
- Cruise ships are supposed to implement automated “man-overboard” systems. Cameras, motion sensors and computers detect falling objects, alert the crew, pinpoint location. So far, only Disney has done so...

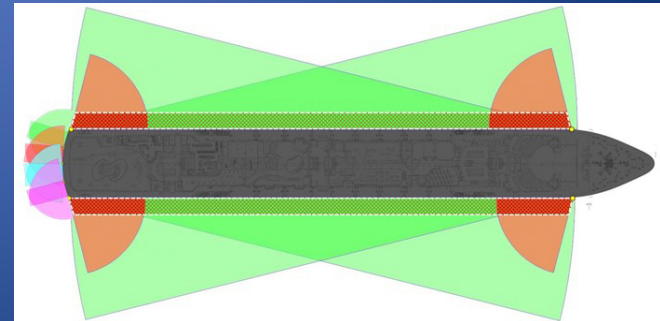
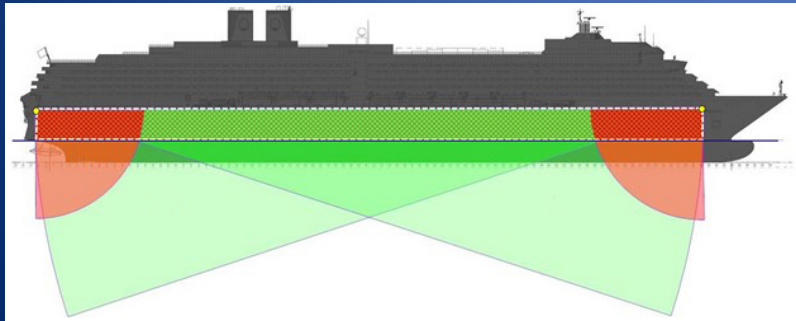
Cruise Ship Concerns – “Man Overboard”

1st Fully Automated Man Overboard System

Detection | Classification | Rescue



Photo from MoBtronic



Images from PureTech Systems Inc. - MAN OVERBOARD DETECTION

Cruise Ship Crime

- “Cruise Vessel Security and Safety Act of 2010” - to address safety issues on cruise ships, including sexual violence prevention and victim response.
- If the victim or perpetrator of a sexual assault is an American national, and their ship sails from or to a U.S. port, then the FBI will have jurisdiction over the case. In other circumstances, it's more complicated to determine which agency—or even which country—has jurisdiction.
- Cruise ships typically have security personnel on board who are employees of the cruise line, not law enforcement officials.

Top 10 Most Dangerous Cruise Destinations

10. St Lucia

- 69 Celebrity cruise passengers and 2 crew robbed at gun point on two excursions
- NCL dropped the island – 2010 – 2012

09. El Salvador

- one of a few countries which is subject to a "critical" crime warning from the U.S. State Department. It has one of the highest per capita murder rates in the world.

08. United States Virgin Islands (USVI)

- the cruise industry already abandoned one of the major islands in USVI, St. Croix, after tourists were murdered over a decade ago. Still going to St. Thomas but too many guns, drugs, robberies, and murders.

07. Antigua

- The murder of a young woman during a cruise for her sister's wedding led to the cruise company dropping the island as a port of call, but it quickly returned

Top 10 Most Dangerous Cruise Destinations

06. St. Kitts - Nevis

- Another pretty but poor island where cruise passengers have been robbed "in bulk."

05. Mexico

- This country has suffered some of the worst crime stories over the years. Places like Acapulco are literally defended by army soldiers.

04. Guatemala

- ambushes of tourists and armed robberies are not uncommon in remote areas.

03. Venezuela

-Venezuela has one of the highest murder rates. Crime has increased substantially over the last few years.

02. Honduras

- Roatan Honduras has been in the news lately following the murder of a NCL crew member who was gunned down in a gruesome crime for his cell phone

01. Bahamas

- more complaints about crime in Nassau than all of the other ports in the Caribbean combined.

Cruise Ship Concerns – Terrorism

- 1980's PLO attack on the Achille Lauro
- Many books, articles, news stories about the potential for extremists targeting cruise ships – and many changes made to cruise line security measures.
- In 2012, newspapers in Cyprus and Israel reported that security forces in Cyprus thwarted a planned terror attack against Israeli cruise ship passengers. Cypriot security forces seized a powerful explosive in the port of Limassol.
- 17 killed and 21 wounded in Tunisia on March 18th from two cruise ships – on land.

Cruise Safety Tips

Cruising is a very safe way to travel – but you need to consider these safety points.

1. Pay attention to all safety briefings.
2. Check out the ship's health report card.
3. Wash your hands .
4. Keep your guard up. Go with a buddy.
5. Use the ship's safe for valuables – not the cabin safe.
6. Watch what you eat and use bottled water onshore.
7. Watch the booze and stay on the boat while it is moving.
8. Watch the gambling - keep your winning celebrations to yourself.
9. Watch out for the crew – don't leave money or valuables around.
10. Report anything suspicious.
11. Make a waterproof “go-bag” – medicine, copy of passport, money, credit card, small flashlight, cell phone and glasses.



Photo courtesy of James M Walker

Questions????